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# Industrial & Commercial Development Activity in Sacramento County

## 1983



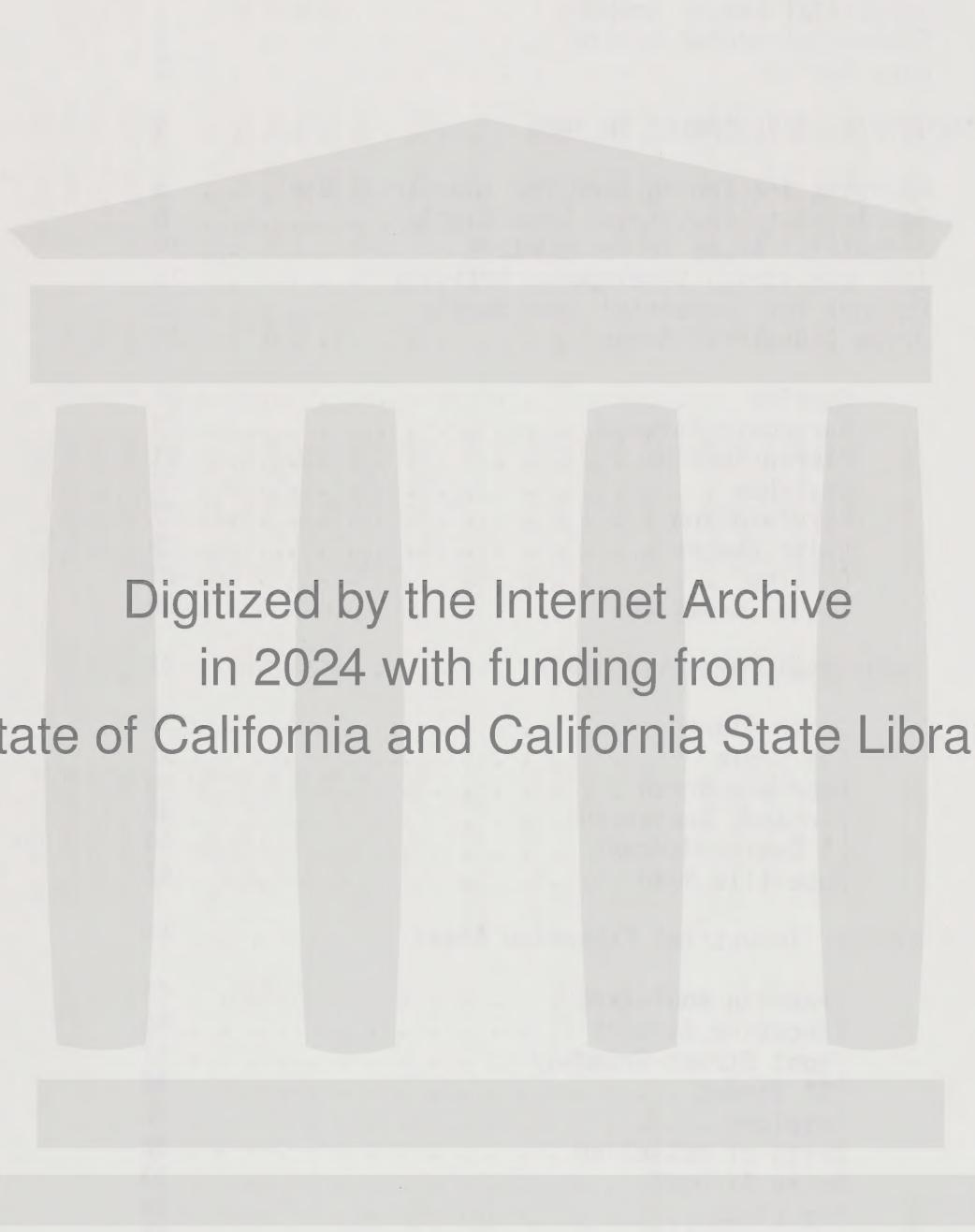
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## I. INTRODUCTION

For the last seven years, industrial and commercial development activity in Sacramento has flourished. From a period of relative inactivity during the recession of the mid 1970's, industrial construction rose dramatically to a peak of 3.5 million square feet of floorspace built in 1980 and 3.0 million in 1981. In each of those years, over 250 acres of industrial land were absorbed by development activity. Industrial construction in 1982 dropped dramatically from this peak due to a variety of recession-related factors. Building permits were issued for 1.6 million square feet of industrial floorspace on about 135 acres of land. Industrial construction during 1983 increased to near the 1980 peak level; 239 acres were absorbed by 3.4 million square feet of floorspace valued at \$104 million dollars. Industrial activity for 1984 should continue at about the same level. The commercial building boom has continued to accelerate as both large and small office building projects attract investors. Construction volume exceeds new leasing activity in spite of the fact that office vacancy rates continue to remain high (23 percent vacancy as of December 1983). It seems likely that office construction has peaked in 1983 and will drop off in 1984 while market adjustments are made. Residential construction picked up dramatically in 1983, with an increase of 3,881 units and \$243.2 million valuation over 1982. Stable interest rates and continued population growth should result in continued gains for residential construction in 1984. Overall, development activity in Sacramento during 1984 should show a modest increase over 1983; however, it should be emphasized that our local economy has become increasingly dependent on world and national economic trends.

### Industrial Sector Growth

New construction on industrial-zoned land has resulted from several factors. The advantages of Sacramento for distribution and warehousing activities have been increasingly recognized. Most new industrial space leased over the last six years has been by firms engaged in these activities. The number of electronics manufacturing plant openings in the Sacramento region has been less than expected following Hewlett-Packard's 1979 purchase of a 500-acre site in Roseville (Southern Placer County). The recession, competition from foreign electronics manufacturers and competition from other locations across the nation vying for a share of high-technology manufacturing job growth have resulted in fewer high-tech manufacturing firms for Sacramento. By the end of 1983, the three major companies in Placer County (Hewlett-Packard, Shugart, and Coherent) employed just under 2,000 workers. In the Sacramento jurisdictions, the principal high-tech manufacturers (Signetics, General Electric, Teledyne, and a few other firms) have about 1,000 employees. Initial facilities for Intel and Avantek in the City of Folsom and for NEC Electronics in Roseville presently under construction will boost these job figures in 1984.

Policy makers and planners have given industrial land developers in Sacramento great flexibility. A number of high-quality industrial park projects built to lure electronics manufacturers are having greater marketing success with data processing, communications, and administrative office tenants such as EDS, GTE Sprint, and several major insurance companies. Some companies like Cable Data and System Integrators combine office and data processing with a measure of manufacturing and research and development. The distinction between industrial and office-zoned locations is becoming insignificant.

CONSTRUCTION TRENDS, SACRAMENTO CITY AND COUNTY: 1980-1983

TYPE OF CONSTRUCTION	NUMBER OF NEW BLDGS. OR RESIDENTIAL UNITS: CONSTRUCTION VALUATION			
	1980	1981	1982	1983
<u>City of Sacramento Total</u>	\$180,770,244	\$160,958,480	\$173,758,210	\$302,500,936
Residential Subtotal	84,936,105	54,002,981	59,067,761	121,455,651
Single Family	55,364,436	27,200,094	31,269,784	69,568,323
2-4 Plexes	127:	2,916,772	2,651,636	157: 4,320,959
Apts. (5+ units)	542:	11,919,200	10,465,000	1,119: 31,151,701
A, A & R's, Garages, Mobilehomes	14,725,697	13,686,251	13,843,685	16,414,668
Commerical Subtotal	90,287,678	104,191,077	111,411,138	168,171,494
Industrial	32: 9,283,842	33: 17,732,882	7: 3,740,200	24: 6,512,524
Office, Bank, Prof.	39: 32,855,584	28: 20,099,600	49: 50,319,794	35: 70,584,355
Retail, Mercantile	34: 13,114,220	26: 13,908,180	40: 9,991,200	21: 10,263,800
Other Commercial	17: 5,002,300	22: 7,300,147	26: 2,118,004	27: 31,163,984
A, A & R's	30,031,732	45,150,268	45,241,940	49,646,831
Structures Other Than Bldgs.	5,125,868	2,764,422	3,279,311	12,873,791
<u>County of Sacramento Total</u>	\$359,358,661	\$300,373,325	\$312,478,579	\$476,831,903
Residential Subtotal	225,718,246	154,337,645	168,581,867	283,022,091
Single Family	164,531,349	114,504,421	130,611,841	3,160: 227,076,554
2-4 Plexes	280: 8,072,546	124: 5,628,060	113: 3,936,521	98: 4,952,892
Apts. (5+ units)	899: 25,009,273	288: 8,264,749	272: 10,609,255	728: 23,424,432
A, A & R's, Garages, Mobilehomes	28,105,078	25,940,415	23,424,250	27,568,213
Commercial Subtotal	119,643,868	131,984,116	133,335,381	179,712,689
Industrial	43,456,812	48,655,713	24,317,434	82: 38,904,417
Office, Bank, Prof.	60: 19,838,362	112: 29,965,555	48,731,912	62: 64,131,823
Retail, Mercantile	60: 19,368,741	48: 14,280,164	40: 9,636,565	39: 15,246,041
Other Commercial	176: 15,346,178	169: 15,726,126	106: 23,363,077	114: 25,292,594
A, A & R's	21,633,775	23,356,558	27,286,393	36,142,814
Structures Other Than Bldgs.	13,996,827	14,051,564	10,561,331	14,097,123

Section II of this report is intended to familiarize the reader with the 26 major industrial areas located in the Cities of Sacramento, Folsom, and Galt, and in the unincorporated area of Sacramento County. Each of the areas is described, industrial development projects approved for construction during 1983 are listed, statistics on the absorption of vacant land are presented, and finally, comments are made about each area's prospects for future development.

### Commercial Sector Growth

Construction of new office, retail, and service commercial facilities continues to be a strong point in Sacramento's economy. The valuation of building permits issued by the City and County of Sacramento for all commercial categories increased in 1983 by 32 percent over 1982. A continuing surge of office construction has led the way. Developers and commercial real estate firms expect more business firms to choose Sacramento for locating regional headquarters offices. Currently, though, office construction has outpaced demand causing the overall Sacramento office vacancy rate to jump from 4 percent in December 1980 (1 percent downtown) to 23 percent in December 1983 (over 19 percent downtown). Facing stiff competition from new downtown space as well as industrial office sites in the suburbs, new office park projects in South Natomas, Greenhaven, and other outlying areas are developing slowly. Major office projects downtown are fewer but even larger. Begun in 1983, the five-story Lincoln Plaza Building (PERS), the 19-story Capitol Bank of Commerce, and the 13-story One City Center Building together add over one million square feet of new office space to the downtown market. New hospitals are being constructed by Sutter General and Kaiser. A new Hilton Hotel has been approved.

Employment associated with these facilities has posted moderate increases. The wholesale and retail trades have added about 2,000 jobs to a total of 99,100. The finance/insurance/real estate sector gained 300 jobs and now stands at 22,600. The services sector has been increased by 800 jobs to a level of 80,900. Government at the state and local level increased by 1,200, but federal employment remained almost static to bring the total government employment figure to 145,400. Section III of this report reviews the largest commercial building projects for which permits were issued in 1983.

### Data Sources

The data presented in this report are drawn from some several sources including the Building Inspection Divisions and Planning Departments of Sacramento County and the Cities of Sacramento, Folsom, and Galt, the County Assessor, the California Employment Development Department (for the employment figures given above), and the County Economic Development Office's industrial land parcel inventory. The industrial inventory contains land use and acreage information for over 5,000 parcels of land comprising 26 major Sacramento industrial areas. The inventory is updated annually by analysis of building permits, assessor parcel maps, and field surveys.

It should be noted that building permit procedures vary among the building divisions of Sacramento County and the Cities of Sacramento, Folsom, and Galt. The issue of a permit for any new building involves the calculation of an estimated construction valuation from which a fee is determined using a fee schedule adopted by each jurisdiction. The construction valuation of the proposed

building is calculated from standard, per square foot cost figures for various types of construction modified when necessary by special features shown in the building plans. The square footage formulas used by each jurisdiction are different. Until 1980 the County Building Division used figures that resulted in its permit-listed building valuations being substantially less than those estimated by the City of Sacramento for comparable structures. In 1980, the County adopted a new set of formulas that, on the average, more than doubled its building valuation estimates in most categories. For these reasons this report places more emphasis on floorspace data than on total valuation figures or trends. The dollar estimates are not really comparable between the jurisdictions or from year to year.

## II. INDUSTRIAL DEVELOPMENT IN 1983

Sacramento County and Cities of Sacramento and Folsom issued 106 building permits in 1983 for new buildings classified as industrial by the Building Departments. The total estimated value of these projects was over \$45 million. Almost \$11 million in permits were issued for additions, alterations, and interior finish work on industrial shells. The value of permits for new offices located on industrial sites was nearly as much. The 1983 permits for all major buildings in the industrial areas (See Table 3 on Page 8) was over \$104 million. Comparing annual figures for industrial-type structures (See Table 1 on Page 2) shows 1983 rebounding from the low 1982 total of 64 permits valued at \$29 million. The following discussion looks closely at all the major industrial areas in Sacramento County and at building permits issued in 1983 for projects located in these areas.

### Planning and Zoning Land for Industrial Use

California law requires every county and city to adopt as policy a comprehensive, long-term general plan for physical development and to implement the general plan by means of a zoning ordinance. An owner's use of any parcel of land is regulated by the zoning category designated by the county or city. Zoning patterns are required to be consistent with adopted general plans.

The Sacramento County General Plan designates an Urban Policy Area that includes only those lands that may be efficiently provided with urban services by linking to existing facilities. The County General Plan includes two principal land use categories for industrial activities. Ordinary manufacturing, processing, warehousing, and research/development activities requiring the full complement of urban services (water, sewer, public streets, fire protection, etc.) are to be located on land designated Industrial Intensive. Land in a second category, Industrial Extensive, serves as a reserve for industrial development after the year 2000, but may be currently used by industries requiring large amounts of land if they provide their own water and sewer system. The general plan industrial land use designations used by the Sacramento cities are similar including light and heavy industrial reserve categories. Two additional designations utilized by the County for uses related to industry are specialized "combining" categories, Surface Mining and Food Processing.

The Surface Mining category is primarily restricted to land with good potential for the commercial extraction of construction aggregate (gravel) and sand. It is only applied to areas also designated Industrial Intensive, Industrial Extensive, Agricultural-Urban Reserve, or Permanent Agricultural. The Food Processing category is intended for food processing plants treating liquid effluents by extensive ponding or use for irrigation instead of discharging these wastes into public sewer system. The Food Processing category is only applied to appropriate tracts also designated Permanent Agricultural or Agricultural-Urban Reserve.

In implementing the General Plan, the Sacramento County Zoning Code provides three general purpose industrial zones in addition to surface mining (SM) and food processing (FP) combining zones. These are the M-1 Light Industrial zone, and the MP Industrial-Office Park zone. The spectrum of permitted industrial activities is least restricted in the M-2 zone and most restricted in the MP zone, which has higher development standards for landscaping and other amenities. Over 150 industrial activities listed in the County Zoning Code include a wide variety of specific manufacturing and fabrication, processing and assembly, industrial yard, storage and warehouse, and other uses. Some of these are only permitted in one or two of the industrial zones and then often only with the issuance of a special use permit. The MP Industrial-Office Park zone allows some kinds of commercial activities including unlimited office use. In the M-1 and M-2 zones, office use of buildings is limited to 25 percent of total floor area. The County's IR Industrial Reserve zone limits the use of designated land to agricultural activities but earmarks the land as appropriate for eventual industrial use. The Cities of Sacramento and Folsom have light and heavy industrial zones as well as a (PD) planned development category that can be used for development of industrial-office parks.

#### Sacramento's Industrial Land Supply

The County General Plan, which incorporates the land use plans of the cities, designates about 50,000 acres of Sacramento's land for industrial use. Some 30,000 acres of this industrial land is located within the urban policy area and classified Industrial Intensive. About 20,000 acres of Industrial Extensive land is located outside the urban policy area.

Land zoned by the County and Cities of Sacramento, Folsom, Galt, and Isleton for the industrial uses described above totals about 50,560 acres. The various lands making up this total are listed in Table 2. Since the Air Force bases and Army Depot comprise nearly 8,400 acres of zoned industrial land, privately-owned industrial land amounts to about 42,250 acres. Tracts zoned for surface mining by the County total nearly 4,500 acres including Lone Star's 1,360-acre site on the south side of White Rock Road, Granite Construction's sites at Bradshaw Road and Kiefer Boulevard, and Teichert's phased operations at various sites both north and south of Jackson Road (Highway 16) in the Vineyard and Rancho Cordova communities. Another 5,700 acres of Industrial Extensive land in the Cordova and Vineyard areas is zoned M-1, M-2, and IR by the County and includes race track sites on Excelsior Road, the Prairie City Off-Highway Vehicle Park east of Aerojet, the Sacramento Rendering Company site at Kiefer and Sunrise Boulevards, and other scattered locations. Over 1,500 acres of permanent agricultural land in the Laguna-Franklin area carry the FP Food Processing combining zone.

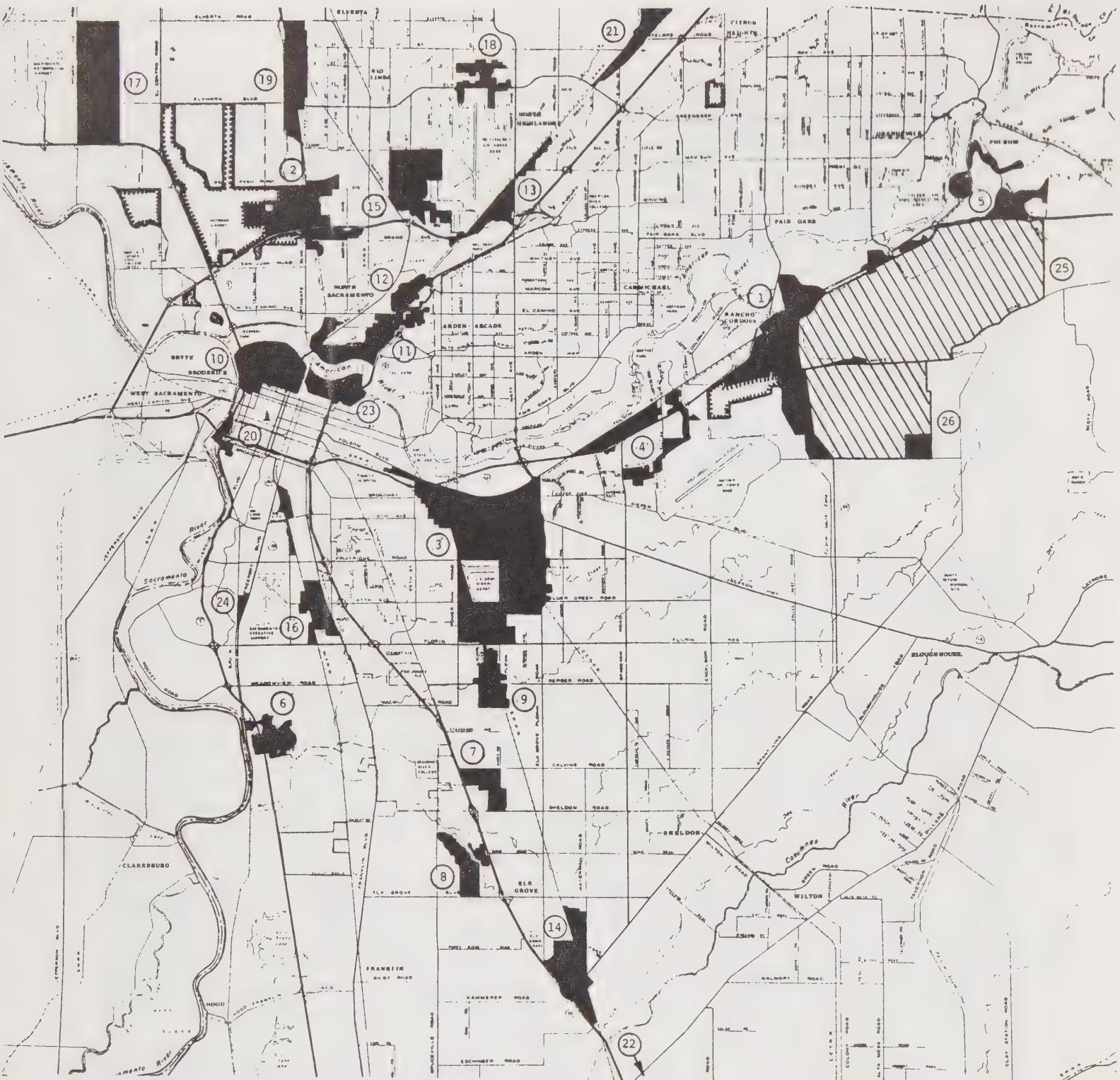
The Economic Development Office has carefully examined over 18,200 acres of Industrial Intensive land located within the Urban Policy area as well as the Metro Airport industrial area and the remaining Industrial Extensive portions of the Aerojet-General and McDonnell-Douglas holdings that comprise another 12,200 acres. Twenty-six industrial study areas together make up this 30,400 acres of industrial land. This land is included in the County's industrial parcel land use inventory begun in 1976. These industrial areas have been appraised for industrial development potential. Analysis of each area's resources, constraints, and industrial development trends has resulted in the 26 areas being ranked in one of three categories: Prime Industrial, Industrial

TABLE 2  
SACRAMENTO LAND ZONED FOR INDUSTRIAL AND RELATED USES

All figures are given in acres. For comparison, Sacramento County encompasses 636,240 acres. The Sacramento Urban Policy Area comprises 183,280 acres of land designated for residential, commercial, industrial, public, and other uses.

	Total	Vacant	Built-Out	Absorbed 1979	Absorbed 1980	Absorbed 1981	Absorbed 1982	Absorbed 1983
<b>A. Industrial Study Areas</b>								
Prime Industrial	9,656	5,809	3,847	132	222	240	104	222
Industrial Potential	3,168	1,352	1,816	49	27	22	23	15
Minimal Industrial Expansion (except Aerojet and McDonnell-Douglas (1))	5,399	3,865	1,534	4	2	4	7	2
Subtotal	18,223	11,026	7,197	185	251	266	134	239
Aerojet-General/McDonnell- Douglas	12,220	10,500	1,720	N/A	N/A	N/A	N/A	N/A
<b>B. Other Industrial-Zoned Land</b>								
Lonestar-White Rock (2)	1,360							
Other Industrial/Surface Mining-Zoned Cordova and Vineyard Land	2,385							
Other Industrial Extensive Cordova and Vineyard Land	5,755							
Delta towns, including City of Isleton	120							
<b>C. Land Zoned for Related Uses</b>								
Non-Industrial/Surface Mining	625							
Food Processing: AG-80 (FP) (3)	1,580							
Subtotal (A, B and C)	42,268							
<b>D. Military Bases</b>								
Mather AFB	5,535							
McClellan AFB	2,365							
Sacramento Army Depot	485							
TOTAL (A, B, C, and D)	50,653							

- (1) Acquisition of the 3,860-acre McDonnell-Douglas site by Aerojet-General is almost finalized.
- (2) The Cook Company has filed to amend the Lonestar mining permit to allow over 500 acres of this site to be developed intensively as an industrial park.
- (3) A request for intensive development of a large portion of this designated agricultural industry land will reportedly be made in 1984.



MAJOR SACRAMENTO INDUSTRIAL AREAS

Prime Industrial

1. Sunrise
2. Northgate-Norwood
3. Florin-Perkins
4. Bradshaw
5. Folsom-Hazel
6. Delta Shores
7. Calvine
8. Laguna Ck. West

Industrial Potential

9. South Florin
10. Richards Blvd.
11. Woodlake-Arden
12. El Camino-Marconi
13. Roseville Road
14. Elk Grove

Minimal Industrial Expansion

15. West of McClellan
16. Franklin Blvd.
17. Metro Airport
18. North of McClellan
19. Rio Linda
20. Front St.-Broadway
21. Antelope
22. City of Galt
23. "C" Street
24. Executive Airport
25. Aerojet-General
26. McDonnell-Douglas

Areas shown with hatched outlines indicate pending industrial development applications.

TABLE 3

## 1983 DEVELOPMENT ACTIVITY IN SACRAMENTO INDUSTRIAL AREAS

<u>Area Name</u>	<u>Land Absorbed</u>	<u>Floorspace</u>	<u>Valuation</u> <sup>1</sup>
<u>Prime Industrial</u>	221.9 Acres	3,190,555 SF	\$ 95,632,100
Sunrise	123.1	1,734,130	50,047,907
Northgate-Norwood	38.4	603,535	16,047,036
Florin-Perkins	18.5	248,497	6,710,140
Bradshaw	24.9	353,501	15,736,333
Hazel-Folsom	16.9	250,892	7,090,684
Delta Shores	--	--	--
Calvine	--	--	--
Laguna Creek West	--	--	--
<u>Industrial Potential</u>	14.7 Acres	195,700 SF	\$ 7,364,742
South Florin	--	--	--
Elk Grove	5.0	40,810	1,327,596
Woodlake-Arden	3.9	43,500	1,059,100
Richards Boulevard	3.0	80,455	3,869,200
E1 Camino-Marconi	2.4	23,500	429,800
Roseville Road	0.4	7,435	679,046
<u>Minimum Industrial Expansion</u>	2.6 Acres	44,580 SF	\$ 1,067,783
Franklin Boulevard	1.2	32,500	588,920
Executive Airport	--	--	--
Front Street-Broadway	0.4	12,080	355,000
"C" Street	--	--	--
Antelope	--	--	--
North of McClellan	--	--	--
Metro Airport	--	--	--
Rio Linda	1.0	--	123,863
City of Galt	--	--	--
West of McClellan	--	--	--
Aerojet-General	--	--	--
McDonnell-Douglas	--	--	--
<u>Industrial Areas Total</u>	239.2 Acres	3,430,835 SF	\$104,064,625

<sup>1</sup>Dollar figures are based on construction valuation as listed on building permits issued by the Cities of Sacramento and Folsom and County of Sacramento. Since the City and County use different formulas for estimated construction value, the floorspace figures are more useful for comparison.

(afa191)

Potential, and Minimal Industrial Expansion. The specific areas are identified in Table 3. In 1983, five of the prime industrial areas accounted for 93 percent of the floorspace of all of Sacramento's industrial development activity. Another six industrial areas have good potential for new development in the near future. In addition, the three new prime industrial areas should show significant development in the years ahead.

### Industrial Areas Infrastructure

The public services and facilities situation in the Sacramento industrial areas is generally good. With few exceptions, the existing and programmed facilities available in the eight prime industrial areas are sufficient to meet the near-term growth requirements of these areas. Although the development history of the six industrial potential areas is quite varied, services in these areas generally range from fair to good. Brief comments on each major service consideration for the industrial areas follow.

#### 1. Freeway System and Access

Sacramento's location at the hub of two Interstates (I-5 and I-80) and two other major highways (U.S. 50 and State 99) is regarded as one of its biggest assets by industries located here. Industrial areas with good to excellent access to I-80 include Northgate-Norwood, West of McClellan, Roseville Road, and Antelope. Woodlake-Arden and El Camino-Marconi have good access to I-80 Business. Those with similar access to U. S. 50 include Bradshaw, Sunrise, Aerojet-General, and Hazel-Folsom. Elk Grove and the newly-approved Calvine and Laguna Creek West industrial areas have direct access to State Route 99, while Delta Shores will have immediate access to I-5. However, construction financing of freeway interchanges to serve the three new prime areas will probably be the responsibility of the developers.

#### 2. Local Streets

Local government financial resources for street construction and maintenance have declined while construction and repair costs have drastically increased. Special assessment district approaches to financing local street improvements are being considered for the Bradshaw, Sunrise, and Laguna industrial areas as well as the new residential communities of Laguna and North Highlands-Antelope. Direct per-acre assessment costs will add to the cost of industrial development, but if successful, will probably become the norm in all but the most established industrial areas.

#### 3. Electrical Power

All of Sacramento's industrial study areas are located within the service area of the Sacramento Municipal Utility District (SMUD). A 1982 election measure resulted in annexation of the City of Folsom, Aerojet-General, McDonnell-Douglas, and the southeasterly portion of the Sunrise industrial area. These locations were previously served by PG&E. All of the industrial study areas are or will be served by SMUD distribution facilities, while 230 kv. transmission system lines and substations are located in many of the industrial areas.

Industrial customers locating in the SMUD service area experience the lowest electrical rate schedule of any major electrical utility in California.

Facility connections and agreements with PG&E and the Federal Water and Power Administration (Central Valley Project) as well as interties with the power grid throughout the Western States, give SMUD essentially the same reliability as PG&E, California's largest electrical utility. Although PG&E's reserve margin is only 10 percent at present and lower than in the past, additional power is available for purchase by PG&E from suppliers in the Pacific Northwest should PG&E desire to increase their reserve margin.

#### 4. Sewage Collection and Treatment

In 1982 the Sacramento Regional County Sanitation District's 136 million gallon per day capacity regional wastewater treatment plant east of Freeport was put into service. Feeding the plant are about 85 miles of large diameter interceptor lines to receive effluent from the "contributing" agencies, the Cities of Sacramento and Folsom and County Sanitation District No.1, which retain responsibility for local sewage collection. County Sanitation District No. 1 is the result of consolidating a large number of sanitation districts formerly serving unincorporated Sacramento communities. All of the prime potential category industrial areas are within the service areas of the regional systems contributing agencies. Lack of sewer service will not be a development limiting factor.

Because Federal EPA grants were the largest source of funds for the regional system, EPA has substantial leverage over use of the system. Grant contract conditions call for sanctions should the City or County of Sacramento provide sewer service to agricultural land in the Natomas area north of I-80 before the year 2000. Regional Sanitation District has requested a waiver of the \$5.5 million penalty. The Natomas Interceptor System Grant conditions will be clarified to reveal how reimbursement of the \$5.5 million grant would be incurred if the development penalty is not waived.

#### 5. Water Service

All of the prime and potential category industrial areas are within the service areas of the many public water agencies or PUC-licensed private water companies serving the Sacramento area. Industrial developers are sometimes required to install well-based water systems for operation by a district or company.

#### 1983 Industrial Development Activity

As mentioned above, the level of industrial construction activity in 1983 climbed back to the peak levels experienced in 1981 and 1980 as recovery from the recession helped spark new industrial development investment. The accumulation of a large inventory of vacant new industrial warehouse buildings has furthered the trend toward speculative construction of shell office buildings on industrial-zoned land. The largest 1983 industrial projects by Sacramento's most active industrial developers (McCuen & Steele, Cook, and RJB) were offices. New industrial floorspace authorized for construction in 1983 was nearly as much as the 1980 record level but includes a much larger share devoted to office use. Industrial land absorbed by this construction rose toward the 1980 and 1981 levels (See Table 4).

TABLE 4  
SACRAMENTO INDUSTRIAL CONSTRUCTION

<u>Year</u>	<u>Land Absorbed</u>	<u>Floorspace</u>
1983	239 acres	3,430,800 square feet
1982	134 acres	1,605,600 square feet
1981	254 acres	2,994,000 square feet
1980	251 acres	3,457,100 square feet
1979	185 acres	2,320,000 square feet
5-year average	213 acres	2,761,500 square feet

Five industrial areas ranked as prime locations for industrial development dominate Sacramento's industrial development scene (See Table 3). In 1983 about 93 percent of the floorspace in newly-approved industrial buildings was associated with development in the Sunrise, Northgate-Norwood, Bradshaw, and Florin-Perkins, and Hazel-Folsom industrial areas.

#### Outlook for Industrial Land Supply

Industrial construction in Sacramento has grown steadily since the doldrums of 1974-75 in terms of total valuation on building permits. It does not seem likely that annual levels of industrial construction in the 1980's will far exceed the record 1980 level of 3.5 million square feet of new industrial buildings. The average ratio industrial construction for land absorbed compared to industrial floorspace built has been 3.1 to 1. Using this ratio, a 300-acre annual industrial buildout of similar structural mix would require 4.2 million square feet of new industrial construction, while a 500-acre per year land absorption level would need 7.0 million square feet of new building (more than double the 1983 construction level).

Full buildout periods assuming the utilization of only currently vacant and available land in the prime and potential category industrial areas are calculated using three rates of annual land absorption and displayed in Table 5. It should be recognized that there is a need to maintain an adequate surplus of vacant industrial land to avoid driving up land prices. These buildout projections do not assume that all land in one category would be used before any land in the next category. Assuming an annual level of construction 20 percent higher than Sacramento's 1983 level (without rezoning any additional land industrial, and without utilizing any of the vacant land in the minimal industrial expansion areas), it appears that there is adequate industrial land to meet construction demand for over 20 years.

TABLE 5  
INDUSTRIAL BUILDOUT TIMING

Land Used:	(1) Available Prime Land	(2) Available Potential Land Plus (1)
<u>Annual Rate</u>	<u>(5800 Acres)</u>	<u>(7200 Acres)</u>
200 acres/yr.	28 years	36 years
250 acres/yr.	23 years	27 years
300 acres/yr.	19 years	24 years

Over 2,000 acres of the 5,800 acres of available vacant prime industrial land is considered highly suitable for electronics and other high-tech users. Over 170 acres of the 239 acres of industrial land absorbed in 1983 are in this high-tech suitable category. At this rate of absorption, the present supply of high-tech suitable prime land will last about 12 years. Policies to restrict use of this land to high-tech oriented operations could be enacted to extend the supply of the best high-tech industrial land. Sacramento City's new MRD (industrial research and development) zone is more restrictive than the County's MP (industrial office park) zone, allowing only 50 percent office use to generate availability for high-tech firms.

Three major proposals for new industrial areas were approved by the City and County of Sacramento in 1983 including the Delta Shores, Calvine, and Laguna Creek West industrial areas with over 1,100 acres of new high-tech sites. Further requests were advanced in 1983 for additional industrial areas with proposed sites encompassing over 3,300 acres in North Natomas, nearly 300 acres in South Natomas, about 500 acres at Lonestar-Whiterock, and 160 acres of the Stock Ranch in Citrus Heights. Another request pending formal application in early 1984 is for 1,000 acres of the Elliot Ranch adjacent to I-5 in Laguna. The sites included in these new applications are indicated on the industrial areas map on Page 7.

In east Yolo County, Mobil Land Development Corporation's decision not to proceed with its 670-acre industrial project has postponed industrial development of the Southport area. Yolo County rezoned industrial a 390-acre tract straddling I-80 at Reed Avenue in Bryte for KACOR's 160-acre Rose Garden industrial-office park and heavier industrial projects by Western Pacific Railroad and Victorio Realty. In western El Dorado County, development is proceeding with the 170-acre first phase of the 900-acre El Dorado Hills Business Park south of Highway 50 at Latrobe Road. On Highway 65 in the City of Lincoln (Placer County north of Hewlett-Packard), Cemo Development has begun construction on the first phase of the 300-acre industrial project included in the Lincoln Airport development. As a designated reliever airport for the Sacramento region, the Lincoln Airport has received federal funds to extend the runway to 6,000 feet.

The growth of electronics manufacturing employment in Sacramento is showing signs of the "boomlet" mentioned in press accounts. However, land suitable for high-tech industries is being consumed at a much faster pace by data processing and administrative office firms which could as readily locate in office space downtown or at Point West, South Natomas, or California Center (Watt/U.S. 50).

With 1,100 acres of new high-tech sites approved in 1983, it is difficult to justify proposals for opening additional areas for industrial development on the basis of an inadequate supply of land suitable for high-tech use. Weighing the fiscal impacts of leapfrog growth must again become a primary consideration.

A detailed area-by-area description of Sacramento's industrial lands follows, beginning with the eight prime industrial areas.

## SUNRISE

### Description

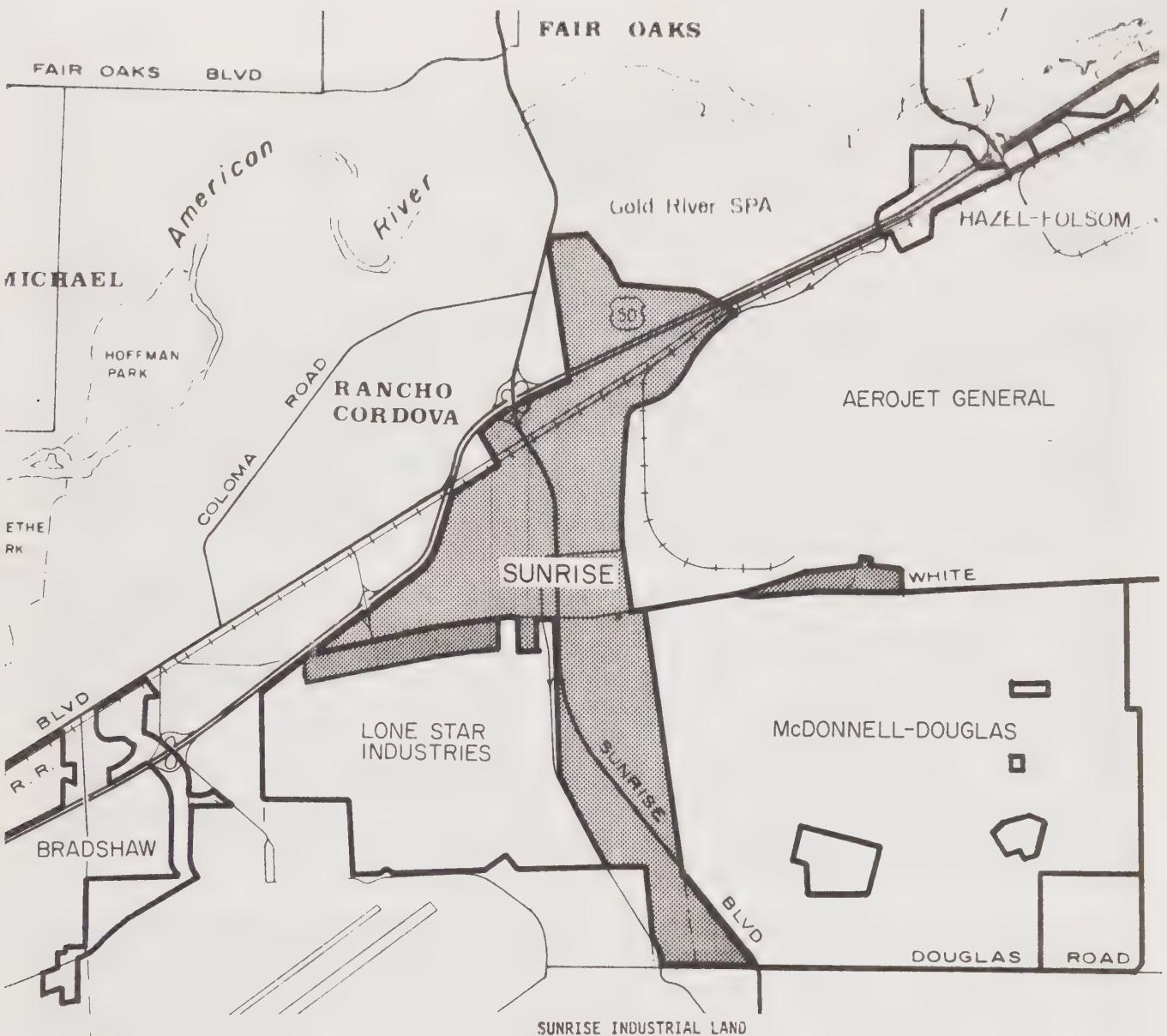
Most of the Sunrise industrial area is adjacent to Sunrise Boulevard between Highway 50 and Douglas Road in Rancho Cordova. A smaller section is located north of Highway 50 along Coloma Road next to the Natomas Company's 975-acre Gold River residential subdivision now in early stages of development. An eastern arm of the industrial area consists of a 70-acre heavy industrial/waste disposal site on White Rock Road surrounded by the Aerojet-General and McDonnell-Douglas properties. Adjacent to the Sunrise industrial area on the southwest, Lonestar Industries is surface mining gravel from 1,365 acres next to Mather Air Force Base. Freeway interchanges at Zinfandel Drive and Sunrise Boulevard provide access to Highway 50.

Many of the industrial firms in the Sunrise area are located in the older Nimbus, Gold River, and Cemo Circle industrial parks. These include the PMI Corporation, Kaufman Broad Home Systems, Beutler Sheet Metal, Servpro Industries and numerous small companies. Recent arrivals in the newer industrial parks include: Second Foundation, Cable Data, Sierratronics, Sirius Software, Outboard Marine, Silicon Casting, Teledyne MEC, GTE Sprint, Electronic Data Systems, Jones Futurex, Woodmack Products, Tri-County Cabinets, and Wayside Lumber. McKesson is planning to build a data processing center in 1984. Major office tenants in the Prospect Business Park include Continental Insurance, Aetna Life and Casualty, Pacific Telephone, MCI Financial, Crown Life Insurance, and United Pacific-Reliance Life Insurance.

The Sunrise industrial area consists of nearly 2,000 acres of which 1,300 acres are vacant. During the last six years, developers have transformed the Sunrise industrial area, subdividing and improving over 1,400 acres of land. Projects range from auto wreckers, heavy industrial, and warehousing-oriented industrial parks to landscaped, high tech-oriented industrial office parks and outright office park developments. Projects zoned MP - industrial office park include the Gold Express Office Park at Gold Express Drive and Sunrise Boulevard, the Coloma Road Office Center opposite Gold Meadow Way, the Prospect Business Park (McCuen & Steele), the Zinfandel Business Park (RJB/West World), the White Rock Business Park (Cook), and portions of the Sunrise Gold Business Park and Sunrise Gold Industrial Park. Projects primarily zoned M-1 or M-2 include the Sunrise Industrial Park, the Sunrise East Business Park, Young Industrial Park, Cordova Industrial Park, and other tracts along Sunrise Boulevard and Fitzgerald Road south of White Rock Road. Auto wrecking operations are in the process of relocating further south along Sunrise Boulevard.

### Recent Activity and Outlook

The Sunrise industrial area is by far the fastest developing industrial area in Sacramento. In 1983 land absorbed by new construction jumped to 123 acres compared to 45 acres in 1982 and 78 acres in 1981. The majority of this construction occurred in the White Rock, Prospect, Zinfandel, and Sunrise Gold Business Parks. Other large building projects included the Teledyne factory, the two-story Sunrise Corporate Center, McCuen & Steele's warehouse complex on Folsom Boulevard, the eight-building Coloma Road Office Center, and the first Gold Express office building. During 1983 the County issued permits in the Sunrise industrial area for 1,734,130 square feet of new floorspace as well as interior finish work with a total value of \$50,047,900.



	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		1,197.2
Less than one acre	43	39.1
1 - 5 acres	358	749.2
5 - 20 acres	24	138.8
20+ acres	7	244.5
 Subtotal Unutil. Remnants		1,171.6
		25.6
 <u>Developed Land</u>	685.6	
In 1983		123.1
In 1982		45.0
In 1981		78.5
In 1980		87.2
In 1979		33.4
Before 1979		318.4
 Total		1,882.8

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	42	1,734,130 SF	\$ 50,047,907
1982	29	488,547	20,026,198
1981	28	860,036	19,673,226
1980	46	1,357,671	21,576,719
1979	17	278,186	2,573,060

In 1983 the Sunrise industrial area accounted for about half of all the construction on industrial site in the Sacramento jurisdictions. It has been the most active industrial location for the last four years. Engineering studies have indicated that the road system will be overwhelmed by traffic as more employers occupy the developing projects. Major road improvements are planned. An assessment district for financing street projects similar to the one being established in the Bradshaw area is in the works.

Even with these improvements, the road system is likely to be the limiting factor on industrial expansion at Sunrise. Despite these concerns, the Cook Company is proposing to expand its White Rock Business Park by utilizing another 500 acres of land from Lonestar's aggregate mining site south of White Rock Road.

(afa204/1)

#### 1983 MAJOR BUILDING PERMITS FOR SUNRISE INDUSTRIAL AREA

	<u>Address</u>	<u>Structure</u>	<u>Owner</u>	<u>Floorspace</u>	<u>Valuation</u>
10860	White Rock Road	Electronic Data Systems Office	Cook Company	72,848 SF	\$ 2,096,200
10860	White Rock Road	EDS Whse.	Cook Company	72,500	854,000
11040-90	White Rock Road	2 Office Whses.	Cook Company	2 x 71,195	2 x 1,776,315
11050-70	White Rock Road	3 Office Whses.	Cook Company	3 x 40,292	3 x 1,005,285
11080	White Rock Road	Office-Whse.	Cook Company	47,132	1,175,943
3164	Prospect Park Drive	4 two-story Ind. offices	Cook Company	4 x 55,750	4 x 1,109,950
3075	Prospect Park Drive	Office alt.	Sacramento Inv.	--	195,000
2969	Prospect Park Drive	Office alt.	Cable Data	--	1,319,204
2910	Prospect Park Drive	2 story office	RJB Co.	45,816	2,332,034
2920	Prospect Park Drive	2 story office	RJB Co.	45,816	2,332,034
3065	Gold Camp Drive	GTE Sprint office alt.	Sacramento Inv.	--	503,000
3065	Gold Camp Drive	GTE Sprint microwave tower	Sacramento Inv.	--	347,400
11031	Sun Center Drive	Office alt.	Continental Ins.		722,443
11085	Sun Center Drive	Office alt.	MCI Financial Services	--	420,000
11086	Sun Center Drive	Electronics Assembly	McCuen & Steele	41,472	1,409,099
11092	Sun Center Drive	Crown Life and United Pacific Life Insurance			
11093	Sun Center Drive	Office alt.	Sacramento Inv.	--	1,223,424
10933	Trade Center Drive	Office	H. C. Elliot Inc.	--	230,920
10949	Trade Center Drive	2 story office	McCuen & Steele	22,500	1,145,250
10969	Trade Center Drive	2 story office	McCuen & Steele	45,000	1,957,500
3017	Kilgore Road	Office-Whse.	McCuen & Steele	45,000	1,957,500
3039	Kilgore Road	Office-Whse.	Pacific Scene	27,239	615,601
3073	Kilgore Road	Office-Whse.	Pacific Scene	27,239	615,601
2991	Gold Canal Drive	Office-Whse.	S. K. Brown Constr.	34,498	563,225
2999	Gold Canal Drive	Office-Whse.	R. de Silva	7,200	201,600
3005	Gold Canal Drive	Office-Whse.	R. de Silva	4,600	268,800
2925	Gold Pan Court	Whse.	McCuen & Steele	12,400	631,160
2943	Gold Pan Court	2 story showroom-Whse.	Woodmack Products	22,254	567,477
3333	Sunrise Boulevard	Whse.	Carpets Plus	13,200	440,681
3345	Sunrise Boulevard	Office-Whse.	Foster-Stewart-Inglebright	28,300	\$ 605,620
3255	Monier Circle	Whse.	Hofmann Company	9,477	272,700
3383	Fitzgerald Road	Office-Whse.	N. Chambers	12,000	240,000
11361	Sunrise Park Drive	Manufacturing	D. Benvenuti	19,200	552,480
2865	Sunrise Boulevard	2 story office	Teledyne MEC	77,335	540,075
11320	Trade Center Drive	Whse.	Lukenbill/O.I. Prop.	48,000	2,473,740
11300	Trade Center Drive	Whse.	Oates Ent.	72,000	1,540,800
11336	Trade Center Drive	CHP office alt.	Oates Ent.	32,800	701,920
11395	Folsom Boulevard	Whse.	Pacific Scene	--	289,372
11415	Folsom Boulevard	Whse.	McCuen & Steele	81,792	1,750,348
11455	Folsom Boulevard	Whse.	McCuen & Steele	71,432	2,453,709
11344	Coloma Road	Coloma Road Office Center	McCuen & Steele	28,800	616,320
2339	Gold Meadow Way	8 two-story offices	N. Reitman	8 x 16,008	685,142
		2 story office	Gold Express/Westwood Co.	47,000	2,392,300
				1,734,130 SF	\$ 50,047,907

Description

The Northgate-Norwood industrial area is situated around the Northgate Boulevard/I-80 and Norwood Avenue/I-80 Freeway Interchanges about four miles north of Downtown Sacramento. The area is about two and one-half miles east of the I-5/I-80 junction. The Northgate-Norwood industrial area is divided by the north-south corridor created by Northgate Boulevard, the Natomas East Main Drainage Canal, and the Western Pacific Railroad line. The city limits of Sacramento also follow this alignment and then return along the western boundary of the area. The west side of the Northgate-Norwood industrial area is an unincorporated enclave and includes the Northgate and Westgate Industrial Parks. The east side, which includes the Norwood Industrial Park, the Pell and Main Industrial Park, and the Norwood Tech Business Park, lies within the City.

Businesses located in the Northgate-Norwood industrial area include Kanowsky Manufacturing, Markstein Beverage Company, Datsun Parts Distribution Center, Worthington Pump Cryogenics Division, Jonnson Communications, Havlin-Witkin, Kaiser Aluminum Highway Products, Hallcraft Marine, Teletek, Progressive Circuit Products, Homelite, San Sierra Business Systems, Hewlett-Packard's regional sales office, Signetics, Consolidated Freightways, Zellerbach Paper Company, Bell Industries, and System Integrators.

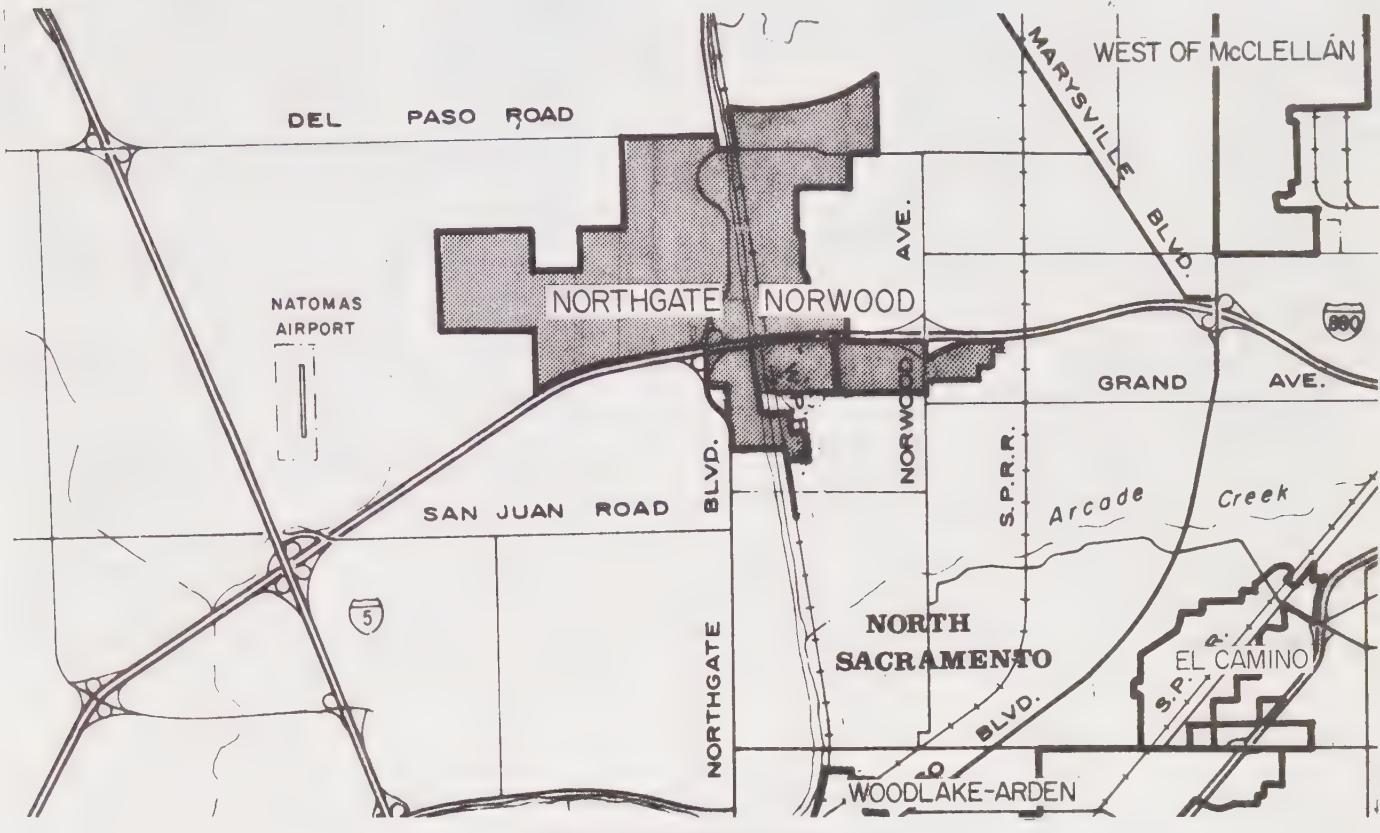
The Northgate-Norwood industrial area consists of 997 acres of industrial zoned land of which 670 acres are vacant. The Northgate-Phase I and Norwood Industrial Parks were established in the early 1970's. In 1978 the County approved the 140-acre Westgate Industrial Park and the 360-acre Northgate-Phase II Industrial Park. The City subsequently approved sites on the north side of Main Avenue and at Norwood Avenue south of I-80. The adoption of the North Sacramento Community Plan by the City has added another 70 acres industrial-office use adjacent to the Norwood Tech Center. Zoning approval by the Board of Supervisors has been postponed on a 150-acre Westgate-Phase II site because of uncertainties about triggering EPA sanctions to repay \$5.5 million in sewer grant funds.

Recent Activity and Outlook

During 1983 over 38 acres of land in the Northgate-Norwood industrial area was absorbed by construction compared with 8 acres in 1982 and 82 acres in 1981. During 1983 the City and County issued permits for 603,535 square feet of floorspace valued at \$16,047,000. These permits include the first three buildings in Northgate-Phase II Industrial Park where roads are due for construction in 1984. McCuen & Steele began their first Northgate project on Rosin Court and Northgate Boulevard south of I-80 on a surplus Regional Sanitation District site.

The outlook for continuing development of the Northgate-Norwood is excellent. The initial emphasis on warehousing has shifted to light manufacturing and office uses. With Signetics, Progressive Circuit Products, Teletek, and several other electronics firms locating here, the Northgate-Norwood area has had initial success in attracting high-technology industry. System Integrators is renovating a 90,000 square foot facility on North Freeway Boulevard.

The Northgate-Norwood area is adjacent to the 1,600-acre North Natomas industrial-office and stadium project located to the west. It is also adjacent to proposals for another 180 acres of industrial research and development zoning in South Natomas along I-80 between Truxel Road and Northgate Boulevard. At the average buildout rate for the last five years (42 acres per year), there is sufficient vacant land to last 16 years without approval of any additional industrial sites.



	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		605.2
Less than one acre	18	7.3
1 - 5 acres	19	37.0
5 - 20 acres	7	65.6
20+ acres	8	464.6
<u>Subtotal</u>		574.5
Unutil. Remnants		30.7
<u>Developed Land</u>	321.4	
In 1983		38.4
In 1982		8.2
In 1981		82.3
In 1980		49.7
In 1979		30.5
Before 1979		112.3
<u>Total</u>	926.6	
<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	17	603,535 SF
1982	17	110,111
1981	16	894,203
1980	18	646,236
1979	10	425,136
		\$ 16,047,036
		6,471,727
		19,124,742
		10,084,142
		4,320,552

(afa204/3)

## 1983 MAJOR BUILDING PERMITS FOR NORTHGATE-NORWOOD INDUSTRIAL AREA

<u>Address</u>	<u>Structure</u>	<u>Owner</u>	<u>Floorspace</u>	<u>Valuation</u>
4050 Pell Circle	Whse. addition	Markstein Bev. Co.	41,000	\$ 755,000
4791 Pell Circle	Office-Whse.	Hofmann Co.	10,880	200,00
20 Main Avenue	Office-Whse.	Hofmann Co.	7,200	132,000
110 Main Avenue	Office-Whse.	Lukenbill Ent.	6,000	108,000
120 Main Avenue	Office-Whse.	Lukenbill Ent.	27,640	497,000
161 Main Avenue	Office-Whse.	Oates Ent.	117,600	2,164,000
181 Main Avenue	Office-Whse.	Oates Ent.	57,000	1,048,800
3750 Rosin Court	Office-Whse.	McCuen & Steele	66,240	1,192,000
3840 Rosin Court	2 story office	McCuen & Steele	48,834	1,113,000
3750 -				
3840 Rosin Court	Site improvements	McCuen & Steele	--	528,000
4700 Northgate Boulevard	Office-Whse.	Pacific Scene	32,507	869,562
4720 Northgate Boulevard	Office-Whse.	Pacific Scene	10,140	271,245
4740 Northgate Boulevard	Office-Whse.	Pacific Scene	41,762	1,117,133
601 North Market Boulevard	Office alt.	Pacific Scene	--	137,055
3755 North Freeway Boulevard	2 story office	RJB Co.	45,816	2,332,034
3900 Halcraft Way	2 story office	RJB Co.	45,816	2,332,034
1101 Hewlett Drive	Office-Mfg.	RJB Co.	45,100	1,250,973
			603,535 SF	\$ 16,047,036

(afa204/2)

## 1983 MAJOR BUILDING PERMITS FOR FLORIN-PERKINS INDUSTRIAL AREA

<u>Address</u>	<u>Structure</u>	<u>Owner</u>	<u>Floorspace</u>	<u>Valuation</u>
8909 Elder Creek Road	Office alt./add'n	Gro Corporation	1,800	\$ 104,140
8503 Weyand Avenue	Office-Mfg. add'n	J & D Parcell	14,000	357,000
7950 Ramona Avenue	Whse.	L & L Constr.	48,000	777,600
8165 Alpine Avenue	Office-Whse.	Lukenbill Ent.	15,000	270,000
8169 Alpine Avenue	Office-Whse.	Lukenbill Ent.	12,000	216,000
8201 Fruitridge Road	Cogeneration Plant	Proctor & Gamble	--	867,000
5705 Power Inn Road	Whse.	Jackson & Echstrom	10,620	195,400
5900 88th Street	Office-Whse.	Oates Ent.	60,000	1,240,00
8455 Jackson Road	Office Int. Fin.	Panattoni, Oates & Massie	--	240,000
3600 Power Inn Road	Office Int. Fin.	Lukenbill Ent.	--	101,000
8475 Jackson Road	2 story office	Panattoni, Oates & Massie	48,000	1,565,000
8130 Alpine Avenue	Whse.	N. Turner	5,600	111,000
8860 Fruitridge Road	Whse.	Oates Ent.	21,500	428,000
5675 Power Inn Road	Commercial Whse.	Jackson & Echstrom	11,977	238,000
			248,497 SF	\$ 6,710,140

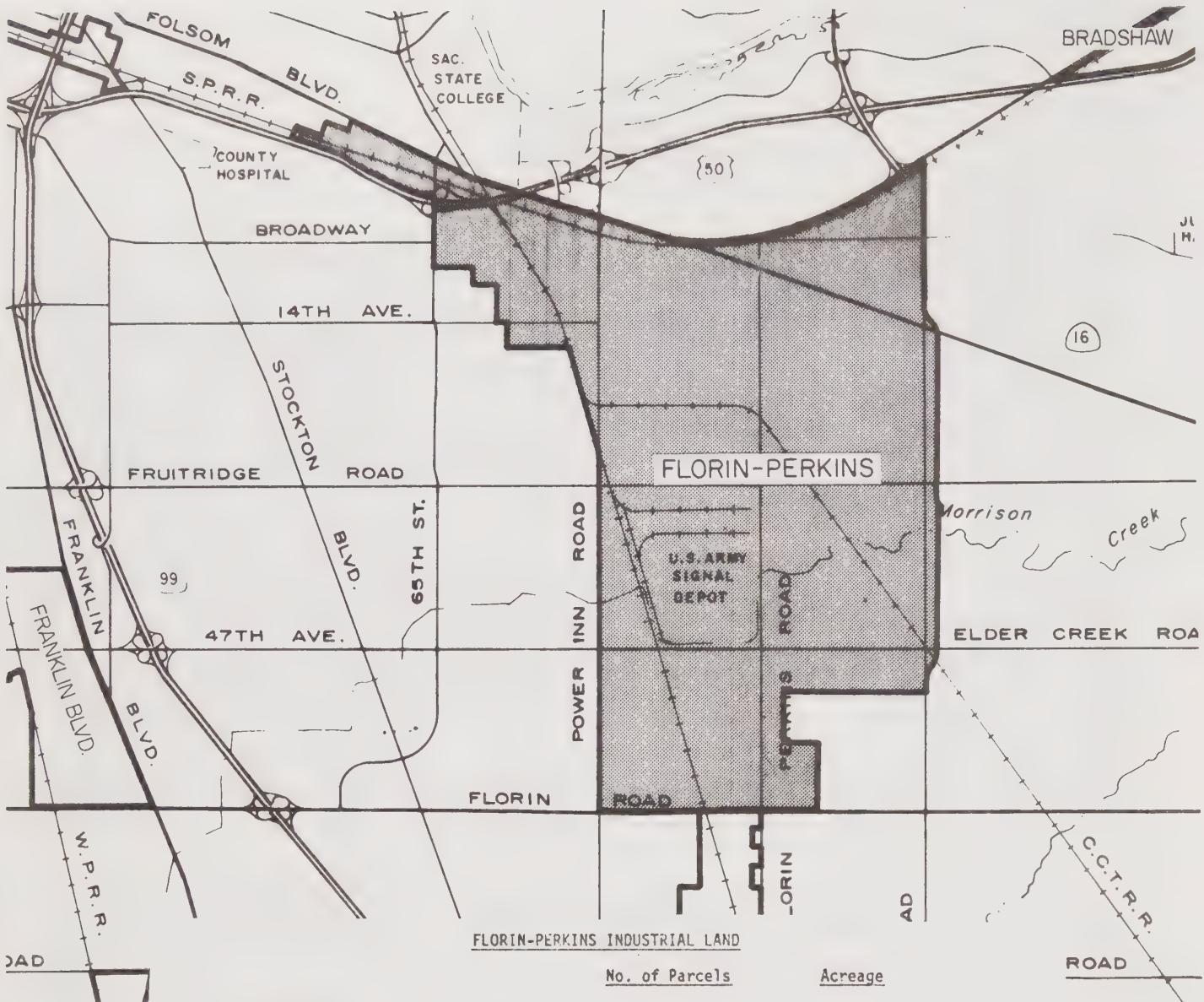
Description

The Florin-Perkins industrial area lies south of the U.S. Highway 50 Interchanges at Howe and Watt Avenues. From its southerly boundary at Florin Road (the Florin townsite) this largest of Sacramento's industrial areas extends north to Folsom Boulevard (the old Perkins rail stop). It is generally bounded on the east by Elk Grove-Florin Road and on the west by Power Inn Road, except for an arm extending northwesterly along the Southern Pacific tracks and Folsom Boulevard to 59th Street. The area has freeway access to Highway 50 at the 59th Street, 65th Street, Howe Avenue, and Watt Avenue Interchanges and, although located two to three miles to the west, to State Highway 99 via Fruitridge Road, 47th Avenue/Elder Creek Road, and Florin Road.

Several of Sacramento's largest manufacturing employers are located in the Florin-Perkins area, as are some of the biggest warehousing and distribution operations. These businesses include Proctor and Gamble Manufacturing, Dorris Lumber and Moulding, Lifetime Doors, Semans Moulding, Metalloy Steel, Duralum, Dolan's Building Materials, Hokanson Building Block, Red River Lumber, Cen-Vi-Ro Concrete Pipe and Products Florin Division, Sierra National Cooperage, Master Fence, Blattner-Bahr Distributing, the Safeway Distribution Center, and United Grocers warehouse. The aggregate mining firms of Teichert Aggregates/Teichert Construction and Granite Construction have operations here. Major public and utility facilities located in the Florin-Perkins area include the Sacramento Army Depot on a 487 acre site and the district office of PG&E.

The Florin-Perkins industrial area is the largest of the Industrial Intensive areas in Sacramento with 4,008 acres (excluding the Army Depot). Only a 470-acre band of industrial land along Florin Road, Florin-Perkins Road, and Elder Creek Road lies outside the City of Sacramento. Over 800 acres in the area have been surface mined for sand and gravel. Teichert Aggregates has finished its mining activities on the 415-acre Aspen I area south of Jackson Road and west of Elk Grove-Florin Road, and has been reclaiming these 50 foot deep pits for near-term agricultural use. Teichert's Construction division occupies a 53-acre site on Kiefer Boulevard, and the Aggregates division has its processing and batch plants on 195 acres between the Jackson Highway and Kiefer Boulevard. Within five years Granite Construction will complete its aggregate extraction on its 258-acre site bounded by Power Inn and Florin-Perkins Roads, 14th Avenue, and Jackson Road. Some 215 acres of the Granite site will be deeded to the City of Sacramento under terms of the mining permit. The City may use the site for a solid waste transfer station or landfill as well as eventual park use.

Other land in the Florin-Perkins area devoted to industrial use amounts to about 985 acres while commercial, office, and residential uses have consumed 300 acres of industrial zoned land. Vacant parcels of land total over 1,610 acres. Industrial parks in the area include the Sacramento Industrial Park, Fruitridge Industrial Park, Oates Industrial Park, RJB Power Inn Industrial Park, Thys Industrial Park, Fuller Industrial Tract, and Lawrence Industrial Tract.



FLORIN-PERKINS INDUSTRIAL LAND

<u>No. of Parcels</u>	<u>Acreage</u>
-----------------------	----------------

1,611.7

Vacant Land

Less than one acre	197	65.8
1 - 5 acres	60	150.5
5 - 20 acres	66	696.3
20+ acres	14	479.2

1,391.8  
219.9

Subtotal

Unutil. Remnants

2,396.6

Developed Land

In 1983	18.5
In 1982	27.4
In 1981	26.2
In 1980	47.4
In 1979	43.6
Before 1979	2,233.5

Total 4,008.3 \*

\*Does not include 487 acre Army Depot site.

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	14	248,497 SF	\$ 6,710,140
1982	19	380,590	11,434,819
1981	16	366,978	4,428,508
1980	32	580,250	8,365,628
1979	32	764,079	9,878,347

## Recent Activity and Outlook

During 1983 over 18 acres in the Florin-Perkins area were absorbed by industrial building activity compared with 27 acres in 1982. A total of 248,500 square feet of floorspace placed the Florin-Perkins area as Sacramento's fifth most active industrial development location in 1983.

The City's Florin-Perkins Circulation Study (December 1979) concludes that existing roadway access capacity, even with programmed improvements, limits development potential for the Florin-Perkins industrial area to about ten years at the current rate of growth. Traffic congestion will become critical at the Folsom Boulevard intersections and Highway 50 Interchanges even with the realignment of Florin-Perkins Road to Folsom Boulevard, the construction of a Watt Avenue/Manlove Road connector intersection at Folsom Boulevard, and improvements to the Power Inn Road/Howe Avenue/Folsom Boulevard intersection. Nearly \$6 million in City and County street improvements are required to meet the area's ten-year growth needs. In addition, a system of needed secondary streets largely financed by industrial land developers is estimated to cost \$8.4 million.

Major remaining developable property in the Florin-Perkins industrial area is held by Oates/Beneficial Std./Northgate Partnership (152 acres), Florin-Perkins-Elder Creek Inv. (182 acres), Fruitridge Joint Venture/CMD (134 acres), Davis (100 acres, plus 146 acres mined land), Affinato (42 acres) McCaffrey (35 acres), Lindsey (28 acres), and Industrial Sites (20 acres). Granite Construction will retain 26 acres on Power Inn Road and 17 acres on Florin-Perkins Road for industrial development. In addition, a substantial amount of unutilized land is owned by the existing industrial operations of Proctor and Gamble (75 acres), Safeway (40 acres), Libby's (30 acres), Hokanson Block (19 acres), and United Grocers (18 acres). The Florin-Perkins area, despite the need for substantial circulation improvements, will remain one of the prime Sacramento locations for future industrial development. Its heavy manufacturing and warehousing character will probably prevent this area from becoming a center for high technology industry in Sacramento.

Four planned light rail system stations at Watt Avenue/Manlove Road, Jackson Road/Folsom Boulevard (Perkins), Power Inn Road, and 65th Street (without parking) will ultimately bring a transformation of the northern end of the industrial area. Developing office parks on the north side of Folsom Boulevard (University Office Park, California Center, and others) will be complimented by industrial-office developments on the south side such as the Oates project at 8395-8455 Jackson Road which has incorporated the restored former Perkins school building.

Description

The Bradshaw industrial area is located in the unincorporated Rosemont-Rancho Cordova area between Folsom Boulevard and Highway 50, and extends from the Highway 50-Folsom Boulevard overpass west of Mayhew Road to Mather Field Road on the east with the exception of 100 acres of mobile home parks along Routier Road. There is freeway access at both Bradshaw Road and Mather Field Road. A second arm of the industrial area is developing along Old Placerville Road next to Mather Air Force Base and across from the County Branch Center.

Industrial firms located in the Bradshaw industrial area include Pittsburgh-Des Moines Steel Company, Golden West Mobile Homes, Inc., Davidson Plywood and Lumber, Kinestar/Electrostatic Sound Systems (ESS), Inc., Southern Pacific Pipelines, and Lennox Industries, Inc. The Bradshaw industrial area is the location for many existing as well as newly developing industrial parks including Mayhew Technology Center (Cook Company), Bradshaw Industrial Park (Oates), Capitol Commerce Center (Fite), Sacramento East Business Park (Fite/Gibson), Mather Industrial Park (RJB), Pioneer 50 Business Park (Newport North Joint Venture), Bradshaw Technology Park (RJB/Interland), and Mills Winery Office Park (Fite/Gordon).

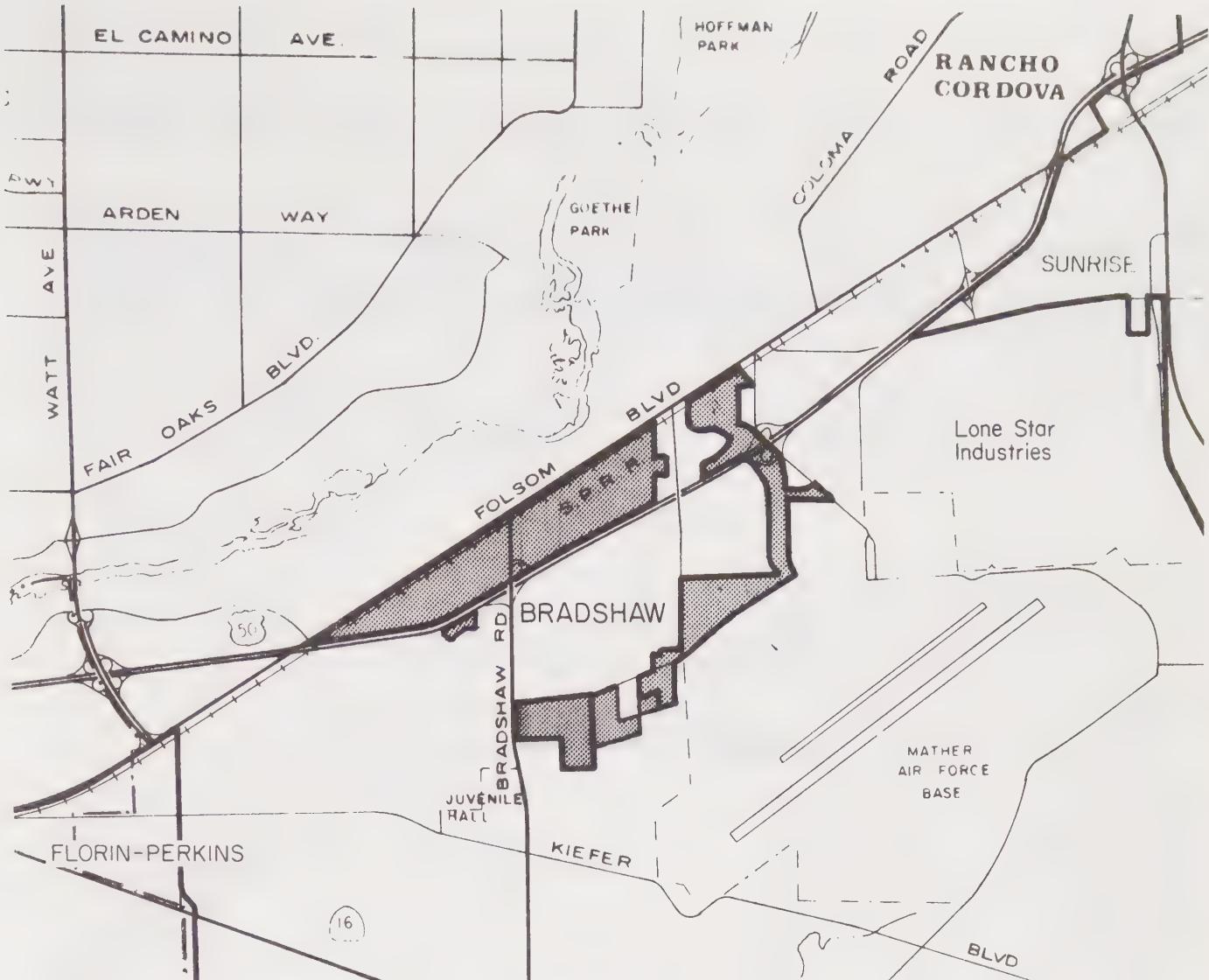
Non-industrial activities including a drive-in theater take up 29 industrial-zoned acres. Of 784 acres of land in the Bradshaw industrial area, about 475 acres remain vacant. Industrial uses account for 200 developed acres.

Recent Outlook and Activity

In 1983 about 25 acres in the Bradshaw industrial area were absorbed by construction compared to 9 acres in 1982 and 45 acres in 1981.

In 1983 the County of Sacramento issued building permits for 353,500 square feet of construction in the Bradshaw industrial area valued at \$15,736,333. Most of this construction was oriented to industrial office use. Located midway between Watt Avenue and Sunrise Boulevard on Highway 50, the Bradshaw area is a prime location for high technology industry in Sacramento. Franklin Electric has relocated from Prospect Business Park in the Sunrise Industrial Area to the Sacramento East Business Park here. Besides the Systems Data Processing Corporation, the Sacramento Community Service Center bingo parlor, and PDM Steel located in the first phase of the Mayhew Tech Center, the Cook Company project's second phase will house the State Franchise Tax Board's 3,500 workers now located in facilities at Aerojet. This development will be coordinated with the planned development of a light rail park and ride station immediately adjacent to Mayhew Tech Phase II. The former Brookside Winery on Folsom Boulevard is being reworked as the Old Mills Winery office complex combining renovation with new structures.

The largest project awaiting County development approval is the Bradshaw Technology Park at Old Placerville and Bradshaw Roads. The developer is requesting MP zoning for 89 acres and shopping center zoning for the other ten acres.



BRADSHAW INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		<u>419.6</u>
Less than one acre	21	16.6
1 - 5 acres	45	77.4
5 - 20 acres	7	50.3
20+ acres	5	265.8
<u>Subtotal</u>		<u>410.1</u>
Unutil. Remnants		9.5
<u>Developed Land</u>	<u>308</u>	
In 1983		24.9
In 1982		8.6
In 1981		45.1
In 1980		22.3
In 1979		15.3
Before 1979		191.8
<u>Total</u>	<u>727.6</u>	

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	13	353,501 SF	\$ 15,736,333
1982	8	121,222	7,106,579
1981	7	537,816	11,219,882
1980	8	353,213	7,914,697
1979	10	162,700	1,181,940

Office development is to be limited to a maximum of 750,000 square feet of floorspace.

The County is establishing an assessment district for the Bradshaw industrial area and adjacent commercial and residential development to finance about \$5 million worth of local street improvements. Traffic studies of development in the area have indicated that these improvements are needed to accommodate expected traffic.

(afa204/4)

**1983 MAJOR BUILDING PERMITS FOR BRADSHAW INDUSTRIAL AREA**

	<u>Address</u>	<u>Structure</u>	<u>Owner</u>	<u>Floorspace</u>	<u>Valuation</u>
9323-42	Tech Center Drive	Office alts.	Cook Company	--	\$ 846,315
9301	Tech Center Drive	2 story office	Cook Company	55,750 SF	2,386,100
9310	Tech Center Drive	2 story office	Cook Company	55,750	2,386,100
9320	Tech Center Drive	2 story office	Cook Company	55,750	2,386,100
9910	Folsom Boulevard	Old Mills Winery			
		2 story office add'n	R. Gordon - B. Fife	27,566	900,000
9910	Folsom Boulevard	Old Mills Winery	R. Gordon - B. Fife	31,038	898,952
		Office renovation	Fife Devel.	6,600	282,480
9833	Horn Road	Old Mills Winery Office			
9857	Horn Road	Old Mills Winery	Fife Devel.	7,593	313,360
		2 story office			
9750	Business Park Drive	Bradshaw Plaza			
		2 story office	Fife Devel.	73,184	3,132,275
3139	Fife Circle	Mfg.	Calif. Vision Service	27,200	1,243,000
10054	Mills Station Road	Whse. alt.	Pacific Telephone	--	218,000
3217	Ramos Circle	Office alt.	Newport North Int. Vent.	--	100,000
10399	Old Placerville Road	Office-Whse.	Gibson Devel.	13,070	643,651
				353,501 SF	\$ 15,736,333

HAZEL-FOLSOMDescription

The Hazel-Folsom industrial area is located about 20 miles east of Downtown Sacramento on U. S. Highway 50. It includes 780 acres of land. Some 620 of these acres are located within the City of Folsom including the 140-acre Lake Forest Tech Center between Folsom Boulevard and Lake Natoma and the undeveloped 240-acre site at Prairie City and Highway 50 purchased by the Intel Corporation. Some 160 acres along Folsom Boulevard near the Hazel Avenue/Highway 50 Interchange are in the County jurisdiction.

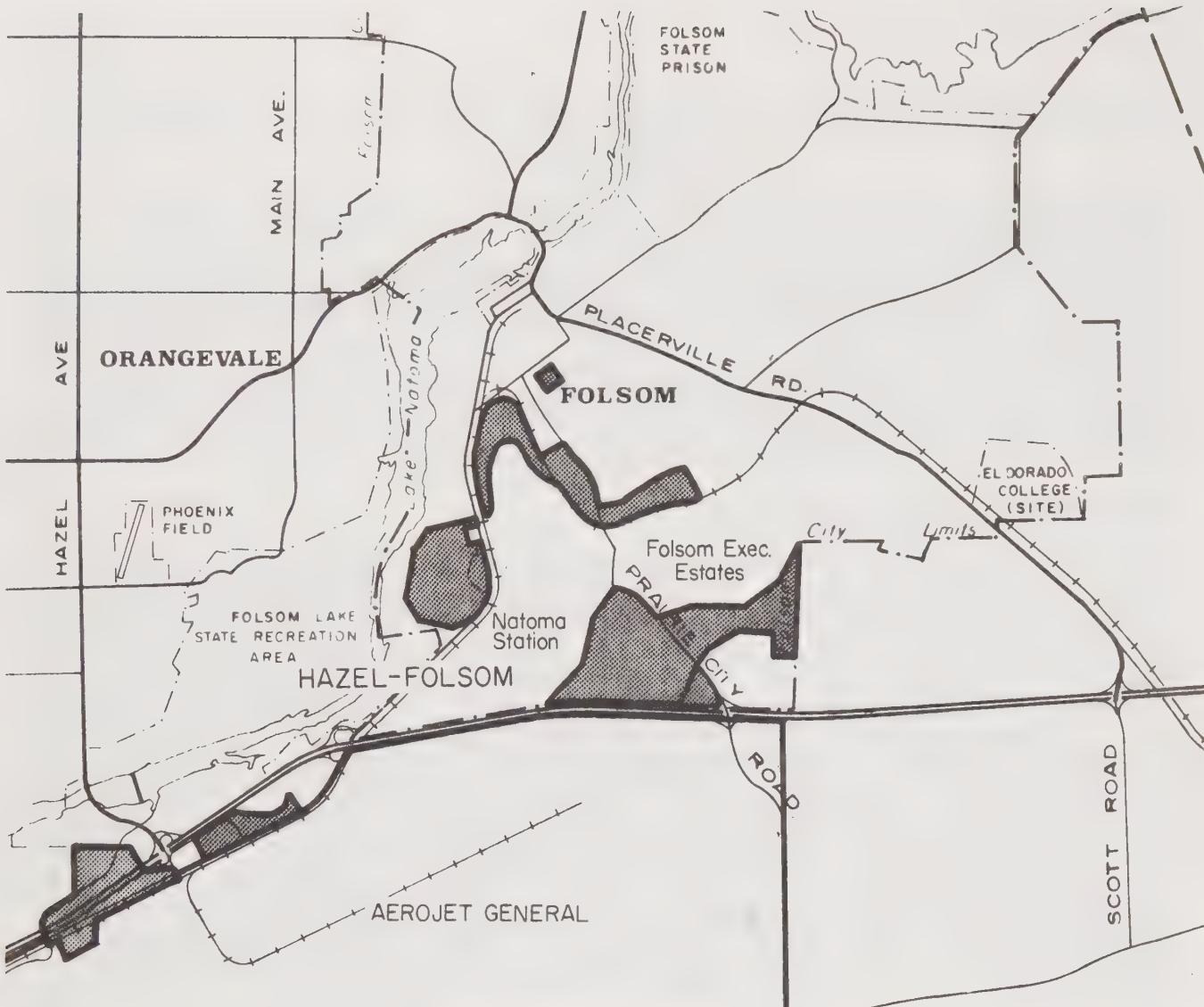
Recent Activity and Outlook

After initial delays, the previously announced electronics manufacturing firms will be moving into facilities in the Lake Forest Tech Center in 1984. The City of Folsom issued five major building permits in 1983 for 250,000 square feet of building space on 17 acres at Lake Forest. A 52,000 square foot facility will serve as temporary quarters for Intel until it begins development of its site two miles to the east. A second building for Intel's interim use is also scheduled for construction in 1984. By late 1984, Intel expects to have 400 employees in its non-volatile memory component division working here. A permit for grading and site improvements for a 90,000 square foot building was issued to Avantek Inc., which plans to begin construction in early 1984 on its 25-acre site. Avantek already has 50 workers in temporary facilities producing integrated circuit microwave components. Designed Magnetics Corporation will move a flexible storage disk manufacturing operation into a 31,600 square foot facility now under construction. These firms will join ASK Micro (formerly Software Dimensions) which occupied the first Lake Forest building approved for construction in 1982.

With industrial development now gaining momentum, the City of Folsom is looking at possible alternatives to improve traffic capacity across the American River. As the City grows, the two-lane Rainbow Bridge is likely to become a bottleneck. Residents have opposed building a bridge to extend the Oak Avenue Parkway across the River. Many of the employees in the new industrial parks will commute across the River from homes in Citrus Heights.

## 1983 MAJOR BUILDING PERMITS FOR HAZEL-FOLSOM INDUSTRIAL AREA

<u>Address</u>	<u>Structure</u>	<u>Owner</u>	<u>Floorspace</u>	<u>Valuation</u>
101 Blue Ravine Road	Manufacturing (Intel)	McCuen & Steele	52,000 SF	\$ 1,277,107
140 Blue Ravine Road	Ind. office	McCuen & Steele	31,616	1,912,715
180 Blue Ravine Road	Ind. office	Lukenbill	42,780	1,057,500
- 103 Woodmere Road	Ind. office	S. K. Brown	57,496	1,259,162
107 Woodmere Road	Ind. office	S. K. Brown	67,000	1,346,200
104 Woodmere Road	Grading and site impr.	Avantek	--	238,000
			250,892 SF	\$ 7,090,684



HAZEL-FOLSOM INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		646.5
Less than one acre	9	5.2
1 - 5 acres	30	53.1
5 - 20 acres	9	122.0
20+ acres	8	453.2
 Subtotal Unutil. Remnants		633.5 13.0
<u>Developed Land</u>		134.9
In 1983		16.9
In 1982		13.6
In 1981		1.0
In 1980		15.6
In 1979		2.6
Before 1979		85.2
 Total		781.4

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	6	250,892 SF	\$ 7,090,684
1982	2	48,012	2,439,920
1981	2	13,308	356,718
1980	3	16,860	324,900
1979	2	23,560	447,200

DELTA SHORES

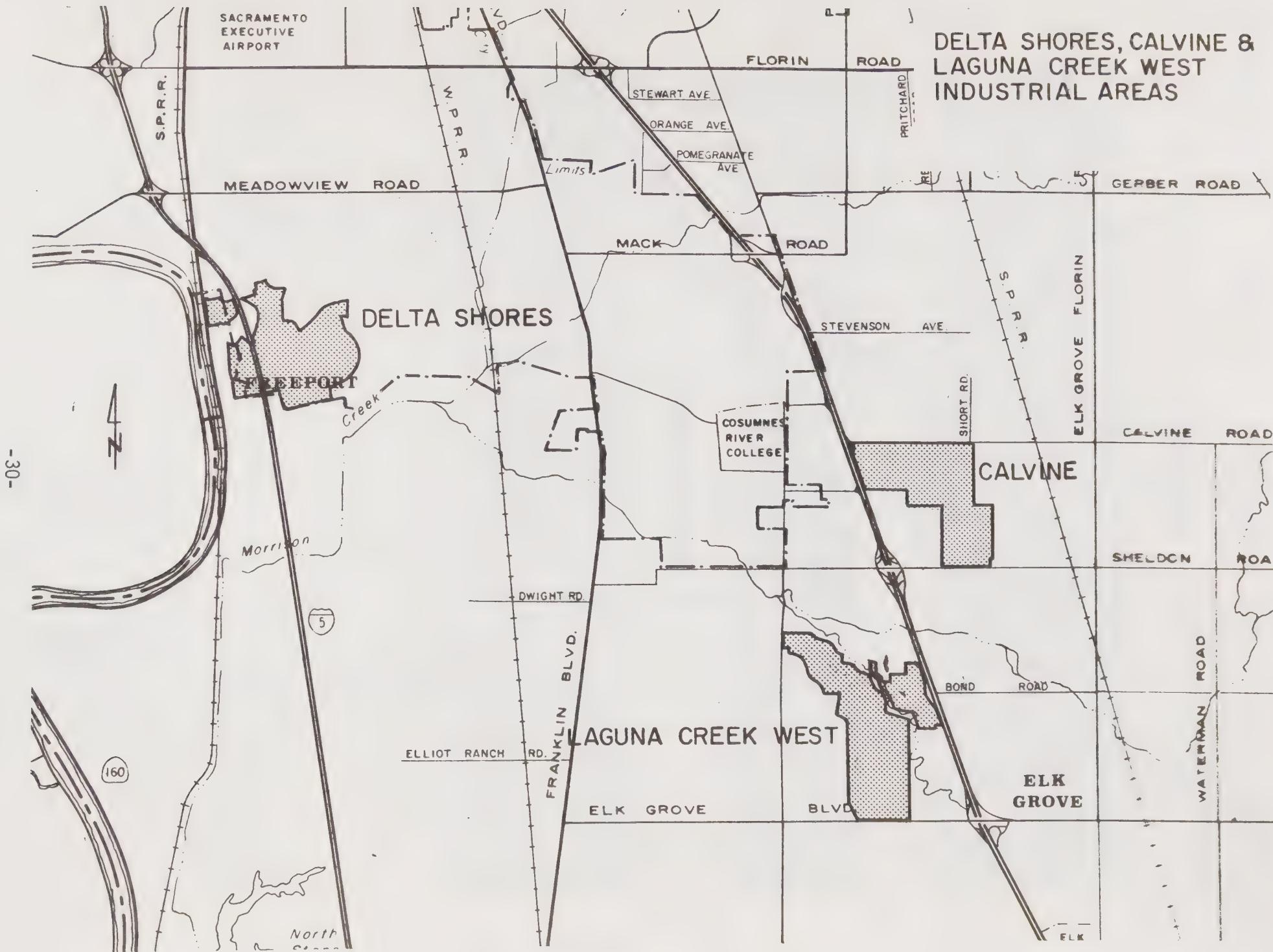
After an intensive two-year planning effort, the City of Sacramento granted final approval in 1983 for the 700-acre Delta Shores Village project adjacent to I-5 east of the Town of Freeport. Delta Shores includes 320 acres designated for high tech-oriented industrial and office use. Zoned MRD-industrial research and development, about 260 acres east of I-5 is approved for 900,000 square feet of office space and 2.7 million square feet of industrial (non-office) buildings. Over sixty acres west of I-5 is approved for 570,000 square feet of offices. The developer, Moss Land Company, is responsible for financing construction of the Delta Shores Parkway/I-5 Freeway Interchange. Only the 320-acre MRD-zoned industrial area is shown on the map.

CALVINE

The Calvine industrial area includes 369 acres of undeveloped land located east of State Highway 99 between South Sacramento and Elk Grove. The Calvine Industrial Park Special Planning Area Zone, which regulates development of this land, encourages high tech-oriented industrial development in a campus-like setting. Office uses are limited to a maximum of 2.4 million square feet of space. A coordinated public facilities funding plan must be adopted prior to approval of specific development plans by the County.

LAGUNA CREEK WEST

The Laguna Creek West industrial area includes 477 acres of a 1,270-acre residential, commercial, and industrial-office park project located on the west side of State Highway 99 north of Elk Grove Boulevard. Although the industrial areas has been added to the County General Plan, agreement between the developer and the County has not yet been reached on conditions for approval of MP-industrial office park zoning for the site. As with the Calvine industrial area, a public facilities funding plan is to be approved before specific development plans for the project. High-tech industrial development is expected when services concerns have been resolved.



## Industrial Potential Areas

### SOUTH FLORIN

#### Description

The South Florin industrial area is located in the unincorporated area south of the old Florin townsite. It is bounded on the north by Florin Road, on the east by French Road and Tiogawoods Drive, on the south by Elsie Avenue, and on the west by Reese Road and property lines extending south from Pritchard Road. Freeway access to U.S. Highway 99 is available three miles to the west on Florin Road or two miles to the west at Mack Road (Elsie Avenue becomes Mack Road) or Stockton Boulevard. Highway 50 is five miles to the north via Power Inn Road. The South Florin industrial area is traversed by the main north-south line of the Southern Pacific Railroad.

The largest industrial employers in the South Florin area are manufacturers and include Keyes Fiber Company, General Radiator Division of Chromalloy, Pepsi Cola Bottling Company, Miley Trailer Company, Florin Box and Lumber Company, Custom Made Packaging-West, Inc., Frasinetti Winery, California Liquid Gas Corporation, and Lucky Stores Dairy Plant. Industrial parks include the existing 60-acre Lindale Industrial Park, the new 40-acre Elsie Industrial Park acquired from Union Carbide by Panattoni, Oates, and Massie, and the warehousing Tiogawood Industrial Park by Panattoni, Oates, and Massie.

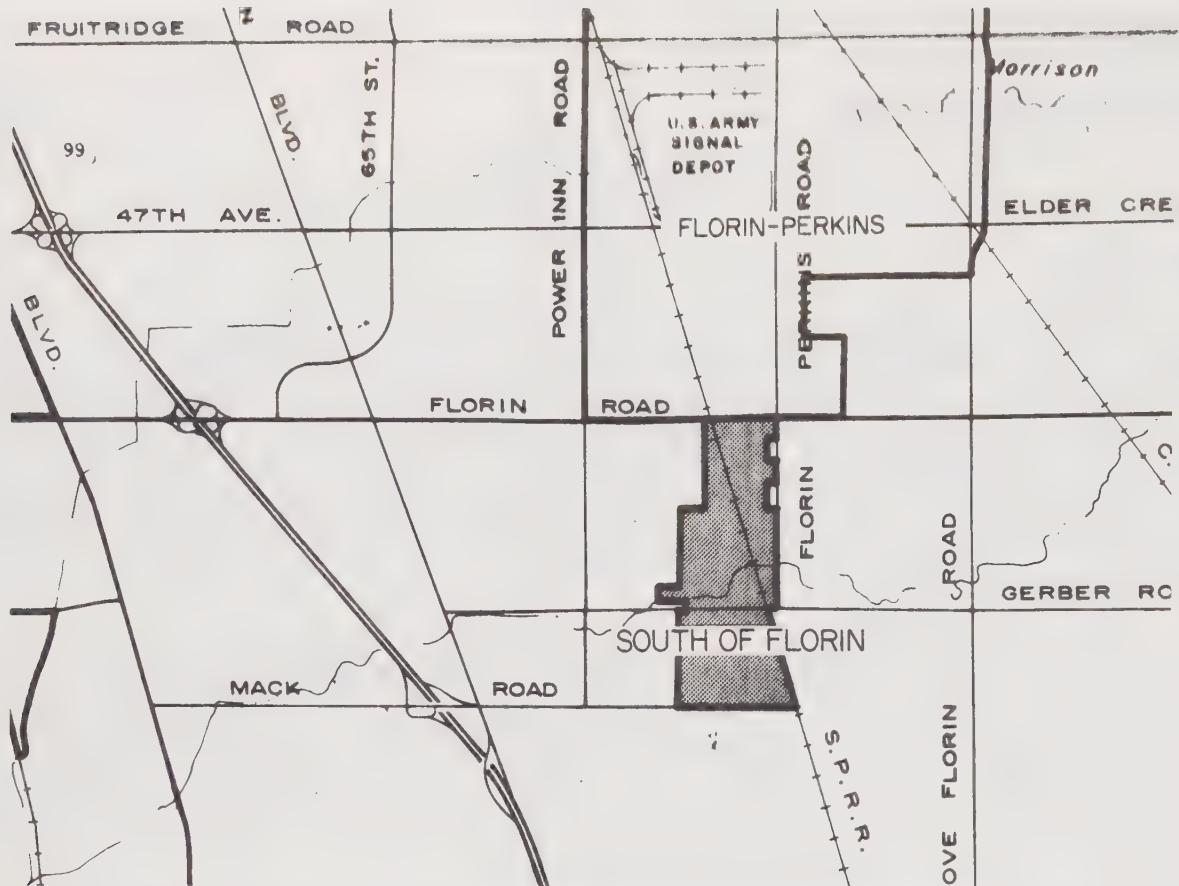
The South Florin industrial area contains 415 acres, including 180 acres developed for industrial use and 235 vacant acres. The vacant parcels are zoned M-1, M-2, and SPA with much in Neighborhood Preservation Areas to protect surrounding residential areas.

#### Recent Activity

Although the County issued no major industrial building permits in 1983 for this area, new construction is planned for 1984 by Panattoni, Oates, and Massie. During 1982 over 15 acres of vacant land in the South Florin industrial area was absorbed by construction. In 1981 about eight acres was absorbed.

The new industrial parks bringing improvements to this area's ample vacant land will insure that the South Florin industrial area continues to be an important location for industrial development activity in Sacramento.

#### High Tech Suitability - None



SOUTH FLORIN INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		
Less than one acre		
1 - 5 acres	27	7.5
5 - 20 acres	18	48.0
20+ acres	9	106.8
	2	43.9
<u>Subtotal</u>		
Unutil. Remnants	206.2	
	29.1	
<u>Developed Land</u>		
In 1983		
In 1982		--
In 1981		15.2
In 1980		7.7
In 1979		15.3
Before 1979		8.7
		132.8
<u>Total</u>		
	415.0	

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	--	--	\$ --
1982	5	161,680 SF	4,030,066
1981	3	77,500	1,585,991
1980	7	218,700	2,297,772
1979	3	109,532	927,324

ELK GROVEDescription

The Elk Grove industrial area is located on the south side of the community of Elk Grove, some 14 miles south of Downtown Sacramento via State Highway 99. The industrial area is wedge shaped, lying between Waterman Road and the Southern Pacific Railroad line on the east and Highway 99 on the west. Grantline Road passes through the middle of the area and provides freeway access.

Firms located in the Elk Grove industrial area include Gibson Wine, Kingsford Charcoal/Hobbs Briquet, Douglas Oil, Van Gas, Transcon Lines Trucking, Union Carbide, and Sierra Wood Products. Southern Pacific Industrial Development Company is the biggest landowner in the area with over 185 vacant acres zoned M-1 in addition to the railroad property. The Elk Grove industrial area contains about 875 acres of land with 221 acres used for industrial purposes and about 650 acres vacant.

Recent Activity

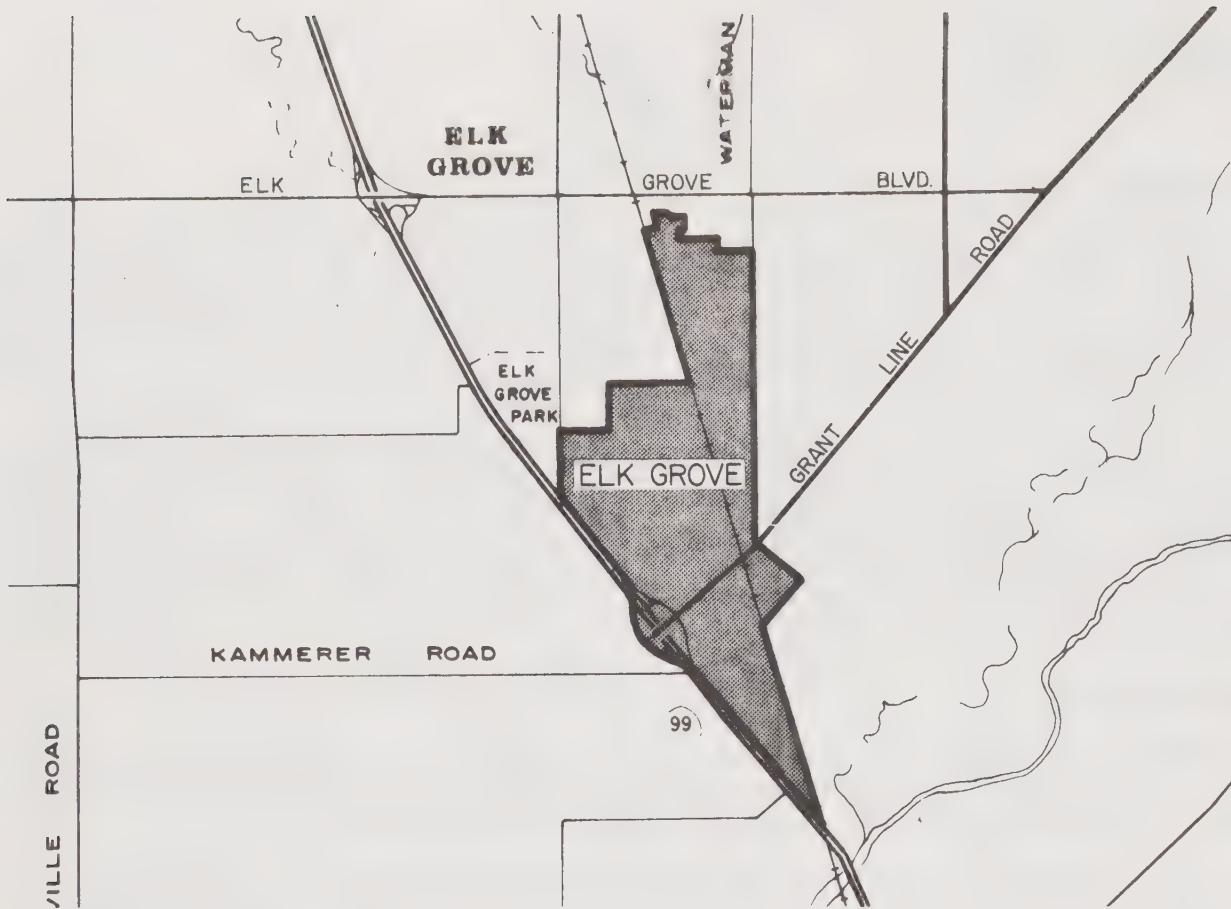
In 1983 four permits were issued for construction in the Elk Grove industrial area. The permits included three warehouse buildings totaling 40,810 square feet of space on Dino Drive in the Elk Grove Industrial Park.

Two new industrial parks and water system improvements recently developed have upgraded the Elk Grove area as a location for new industry. Street improvements have been completed in the M-2 zoned, 57 acre Elk Grove Industrial Park on Waterman Road between Kingsford Charcoal and Gibson Wine. The 32 acre Elk Grove Business Park at Grantline Road and Highway 99 plans for light industrial and office tenants.

In the longer term, SMUD is building a 230 kv. transmission system substation on a 40 acre site south of Grant Line Road.

With the approval in 1983 of the high technology-oriented Calvine Industrial Area about five miles to the north and the similar Laguna Creek West Industrial Area about three miles to the north, buildup in the Elk Grove Industrial Area is likely to remain moderate. Industrial tenants will continue to be predominantly warehousing, tracking, and heavy industry.

High Tech Suitability - None



#### ELK GROVE INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		642.0
Less than one acre	37	20.8
1 - 5 acres	34	75.5
5 - 20 acres	17	151.9
20+ acres	4	255.7
Subtotal		503.9
Unutil. Remnants		138.1
<u>Developed Land</u>		234.0
In 1983		5.0
In 1982		--
In 1981		0.8
In 1980		4.9
In 1979		23.0
Before 1979		200.3
Total		876.0

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	4	40,810 SF	\$ 1,327,596
1982	--	--	--
1981	1	16,162	413,747
1980	1	--	73,590 *
1979	8	44,616	649,270

\*For concrete batch plant installation.

## WOODLAKE-ARDEN

### Description

The Woodlake-Arden industrial areas is located in the City of Sacramento to the north and west of the junction of the I-80 Freeway and State Highway 160. The sections of this industrial area include an arm along the Western Pacific Railroad line at the foot of Del Paso Boulevard, the area between Highway 160 and the American River levee surrounding the Woodlake Inn, the Tribute Road Commerce Park at the West end of Exposition Boulevard, and a large area extending around the Arden Way/Southern Pacific Railroad grade crossing. Highway access is available at Exposition Boulevard, Arden Way, El Camino Avenue, and in a limited fashion at Del Paso Boulevard, Leisure Lane, and Royal Oaks Drive.

Industrial firms located in the Woodlake-Arden industrial area include ITT Continental Baking, Nabisco, Red Star Industrial Service, Sacramento Sheet Metal Manufacturing, the WEMCO Division of Envirotech Corporation, Wood Products Company, Continental Chemical, pacific Neon Company, and Exploration Logging, Inc. In addition, the main Sacramento branch of the U.S. Postal Service is located here on Royal Oaks Drive next to the large data processing office of the Computer Sciences Corporation.

The Woodlake-Arden industrial area encompasses 507 acres including 152 acres of vacant land, some 218 acres in industrial use, and 133 acres of zoned industrial land used for commercial and residential purposes. Most of the vacant land is located in the Johnston Industrial Park-Woodlake Inn area and in the I-80 Bypass right-of-way paralleling the Southern Pacific rail line. The light rail system being designed by the Sacramento Transit Development Agency will follow this alignment from El Camino Avenue across Arden Way. It will then swing west behind the Lumberjack store to follow the median strip of Arden Way to Del Paso Boulevard and thence across the American River on the Highway 160 bridge and along 12th Street into the Downtown area.

### Recent Activity and Outlook

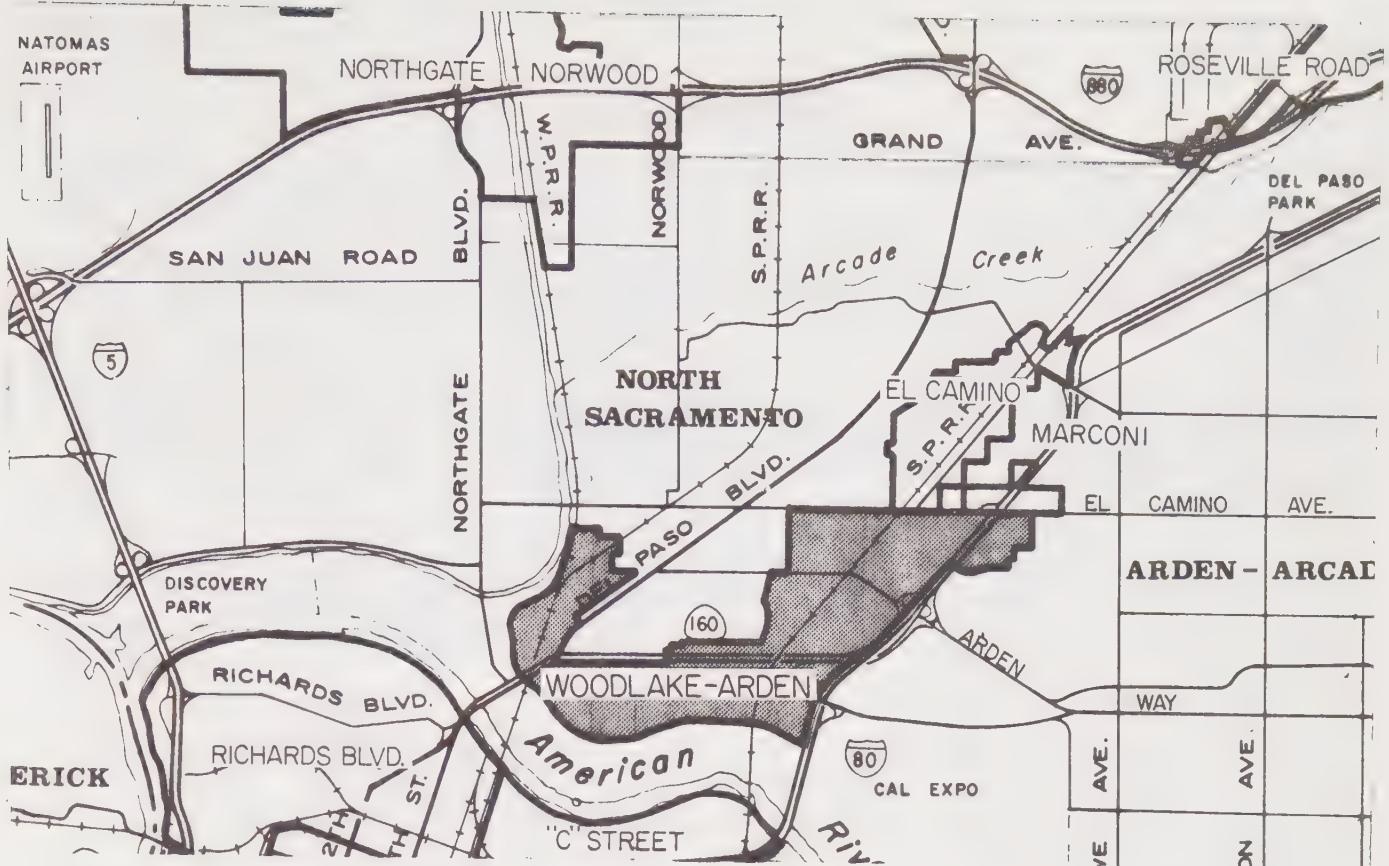
During 1983 nearly four acres of land was absorbed in this area. There were two new office/warehouse buildings plus some interior finish work on another.

In 1982 in the Woodlake-Arden area only one acre of land was absorbed by industrial construction compared to 17 acres in 1981. During 1982 the City of Sacramento issued two building permits valued at \$168,000.

A major commercial office complex is planned by the RJB Company for a 35-acre site at Arden Way across I-80 from the Sacramento Inn. It involves a former CHP district office, the Alpine Lumber site and a 14-acre, former drive-in theater site. The United Services Automotive Association, an insurance firm, has announced plans to build a regional facility in this complex. Construction has not yet begun.

Of the Woodlake-Arden area's 152 acres of vacant land, the North Sacramento Land Company (74 acres) and the Transit Agency (41 acres) account for two-thirds. Other than expansion of the Johnston Industrial Park by NSLC, the future development potential of this industrial area will depend substantially on redevelopment. When the light rail transit system is completed, such redevelopment will probably be stimulated.

High Tech Suitability - None



WOODLAKE-ARDEN INDUSTRIAL LAND

	No. of Parcels	Acreage
<u>Vacant Land</u>		151.5
Less than one acre	56	16.9
1 - 5 acres	11	18.0
5 - 20 acres	6	56.0
20+ acres	2	44.5
Subtotal		135.4
Unutil. Remnants		16.1
<u>Developed Land</u>	355.0	
In 1983		3.9
In 1982		1.1
In 1981		11.7
In 1980		1.9
In 1979		12.1
Before 1979	324.3	
Total	506.5	
<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	3	43,500 SF
1982	2	12,000
1981	6	190,296
1980	6	99,540
1979	7	116,982
		\$ 1,059,100
		168,600
		2,645,820
		769,142
		1,548,950

### RICHARDS BOULEVARD

The Richards Boulevard industrial area covers the northwest part of Downtown Sacramento, extending from the Southern Pacific Railroad yards and "D" Street on the south to 20th Street on the east and to the Sacramento and American Rivers on the west and north. Freeway access is available to Interstate Highway 5 from Richards Boulevard and "I" Street and to State Highway 160 from North 16th Street.

Industrial firms located in the Richards Boulevard industrial area are primarily involved in food processing, warehousing and distribution, and transportation. The major employers in the Richards Boulevard industrial area include the California Almond Grower's Exchange/Blue Diamond Almond Company, Sacramento Foods Bran Cannery, Continental Can Company, Raley's Supermarkets Warehouse, Crystal Cream and Butter Company, Foremost-McKesson Company, Brunswig Drug Company, Georgia-Pacific Tissue Products Division, Zellerbach Paper Company, Envirotech Corporation, Pacific Motor Trucking Company, and the Southern Pacific Transportation Company. In addition, the California State Printing Plant and Department of Education Textbook Warehouse are located here.

The Richards Boulevard industrial area comprises about 825 acres including 625 acres currently used for industrial activities, another 96 acres used for commercial and residential purposes, and 95 acres of vacant land, all of which is zoned for industrial use.

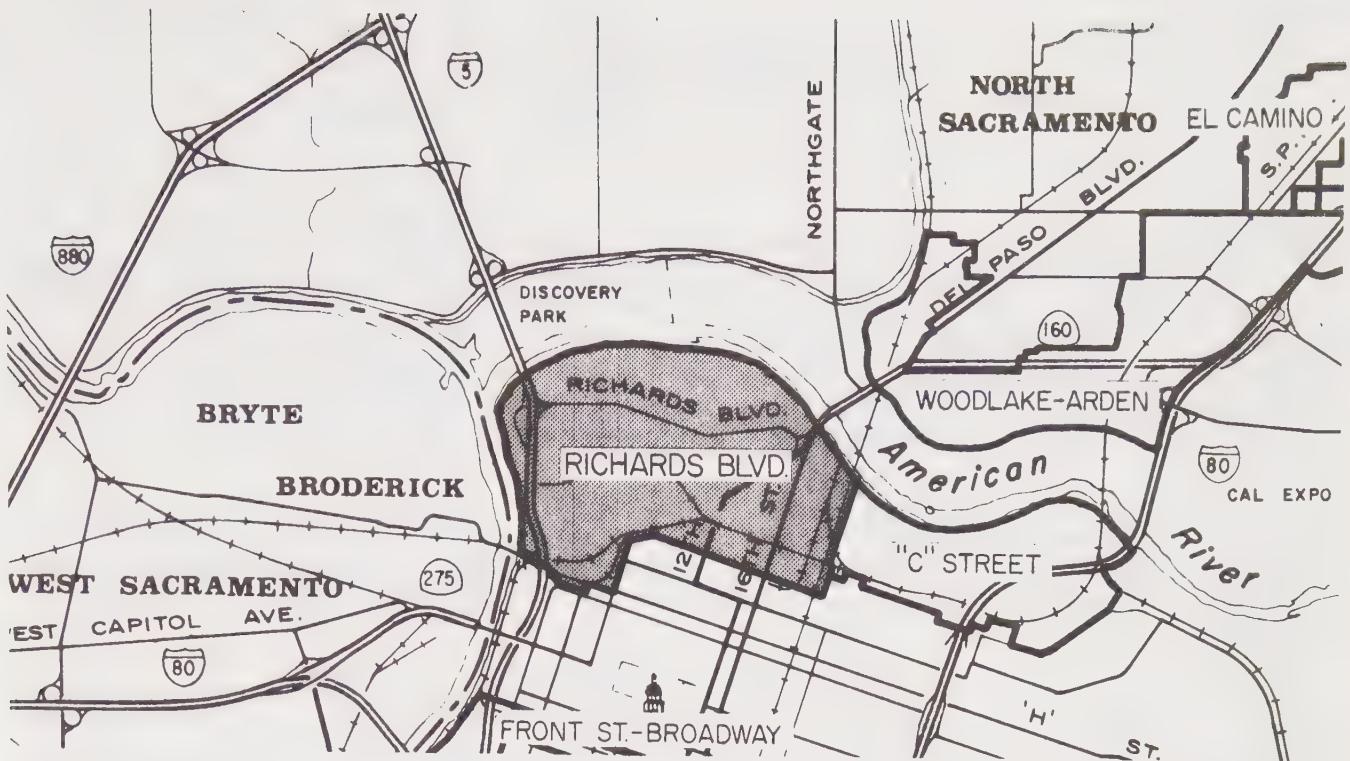
#### Recent Activity and Outlook

There were four building permits issued in this area in 1983: two were for remodeling of the old Del Monte Cannery by the California Almond Growers; one was for a warehouse/office facility which absorbed three acres; and the last was for interior finishing of an existing warehouse/office facility.

In 1982 no new sites were developed, while in 1981 about six acres of land were absorbed in the Richards Boulevard industrial area. During 1982 the City issued five building permits valued at \$1,195,000. The largest remodeling permit was for a second story addition at the Crystal Creamery. The other major project was a new dust collection system for the Almond Grower's Imotek cogeneration plant that burns almond shells to generate electricity.

Major remaining developable properties totaling about 45 acres are owned by Southern Pacific Industrial Development Company, Continental Can, ROM Partnership, and River Park Associates. Development will probably absorb most of this land over the next several years. The long-range potential for further development of the Richards Boulevard industrial area will depend on a market advantage for this downtown industrial land to spur redevelopment. When the light rail transit system is built from the I-80 corridor to K Street Mall via 12th Street, Del Paso Boulevard, and Arden Way, this redevelopment potential will surely be enhanced.

#### High Tech Suitability - None



RICHARDS BOULEVARD INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		95.0
Less than one acre	109	22.1
1 - 5 acres	16	46.3
5 - 20 acres	1	12.8
20+ acres	--	--
 Subtotal		81.2
Unutil. Remnants		13.8
 <u>Developed Land</u>		729.8
In 1983		3.0
In 1982		0.5
In 1981		5.7
In 1980		4.5
In 1979		8.9
Before 1979		707.2
 Total		824.8
 <u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	4	80,455 SF
1982	5	31,760
1981	5	56,780
1980	2	--
1979	10	311,182
		\$ 3,869,200
		1,195,000
		8,827,200 (1)
		393,000 (2)
		3,977,100

(1) Includes Imotex cogeneration plant -- no floorspace indicated.

(2) Includes foundation for Imotex cogeneration plant and a warehouse addition -- no floorspace indicated.

### EL CAMINO-MARCONI

#### Description

The El Camino-Marconi industrial area is located in the City of Sacramento along both sides of the Southern Pacific Railroad/Auburn Boulevard corridor between El Camino Avenue on the southwest and the beginning of Roseville Road and the Haggin Oaks Municipal Golf Course on the northeast. A small arm of this industrial area extends east along El Camino Avenue, straddling the I-80 Freeway Interchange. Full freeway access is available there, and partial access to I-80 is available at the Marconi Avenue, Auburn Boulevard, and Howe Avenue on and off ramps.

Some of the larger industrial firms in the El Camino-Marconi area are the American Poly-Therm Company, the Seven-Up Bottling Company, Surplus Steel and Pipe Company, Victor California Welding Company, and the Eskimo Radiator Manufacturing Company.

The El Camino-Marconi industrial area comprises about 181 acres of which 58 acres are developed in industrial uses and another 25 acres are used for commercial and residential purposes. Much of the land (97 acres) is vacant. Most of this vacant land lies in or adjacent to the proposed light rail transit corridor and has somewhat limited street access via Academy Way to Arcade Boulevard, Taft Street to El Camino Avenue, and Land Avenue to Del Paso Boulevard. The Sacramento Transit Development Agency owns 38 acres of this vacant land for right-of-way, a train maintenance yard, and a park-and-ride station. The Northgate Partnership has begun building on adjacent land (about 45 acres remain vacant).

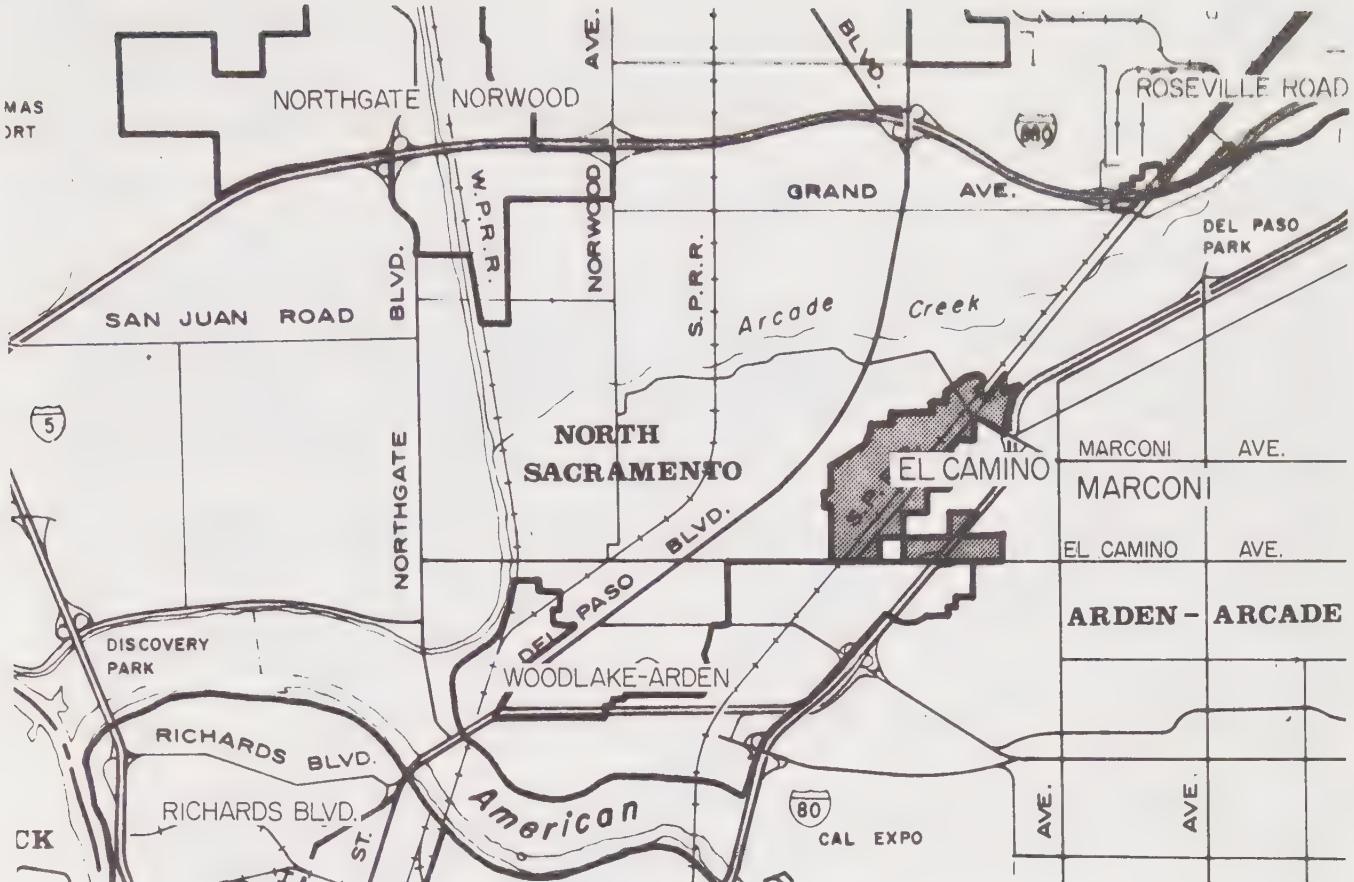
#### Recent Activity and Outlook

During 1983, 2.4 acres were absorbed in this area due to two permits for warehouse facilities.

In 1982 one-half of an acre in the El Camino-Marconi industrial area was absorbed by construction. During 1982 the City of Sacramento issued one building permit for new industrial construction of 104,800 square feet valued at \$1,697,700.

The future development potential of the El Camino-Marconi industrial area will probably not be realized until a light rail transit system is constructed in the former I-80 Bypass right-of-way. Construction of an improved El Camino Avenue railroad grade separation bridge to facilitate light rail construction has begun.

#### High Tech Suitability - None



EL CAMINO-MARCONI INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		94.8
Less than one acre	26	8.4
1 - 5 acres	17	35.7
5 - 20 acres	5	49.1
20+ acres	--	--
<u>Subtotal</u>		93.2
Unutil. Remnants		1.6
<u>Developed Land</u>		85.9
In 1983		2.4
In 1982		0.5
In 1981		2.5
In 1980		--
In 1979		2.5
Before 1979		73.5
<u>Total</u>		180.7
<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	2	23,500 SF
1982	1	104,800
1981	3	91,200
1980	--	--
1979	1	14,774
		<u>Valuation</u>
		\$ 429,800
		1,697,700
		1,500,000
		--
		215,706

## ROSEVILLE ROAD

### Description

The Roseville Road industrial area is located in the North Highlands community adjacent to McClellan Air Force Base. It extends along Roseville Road from the Winters Street/Interstate 80 Interchange on the southwest to the Camp Kohler site on the northeast. There is freeway access at Longview Drive, Watt Avenue, and Madison Avenue, although the Madison Avenue Interchange on I-80 is three-quarters of a mile east of the industrial area boundary. Sacramento's City Limits extend just into the southwest end of this industrial area.

Warehouse distribution and building materials firms are the major industries in the Roseville Road industrial area. The biggest employers in the area include Coca-Cola Bottling Company of Sacramento, J. C. Penney Distribution Center, Georgia-Pacific Corporation Sales and Distribution, Diamond International Corporation Lumber and Building Materials, Livingston's Concrete Service, Truss-Com/Hedlund Lumber Sales, Technicolor Corporation, and the Western Division Headquarters for Diamond International Corporation.

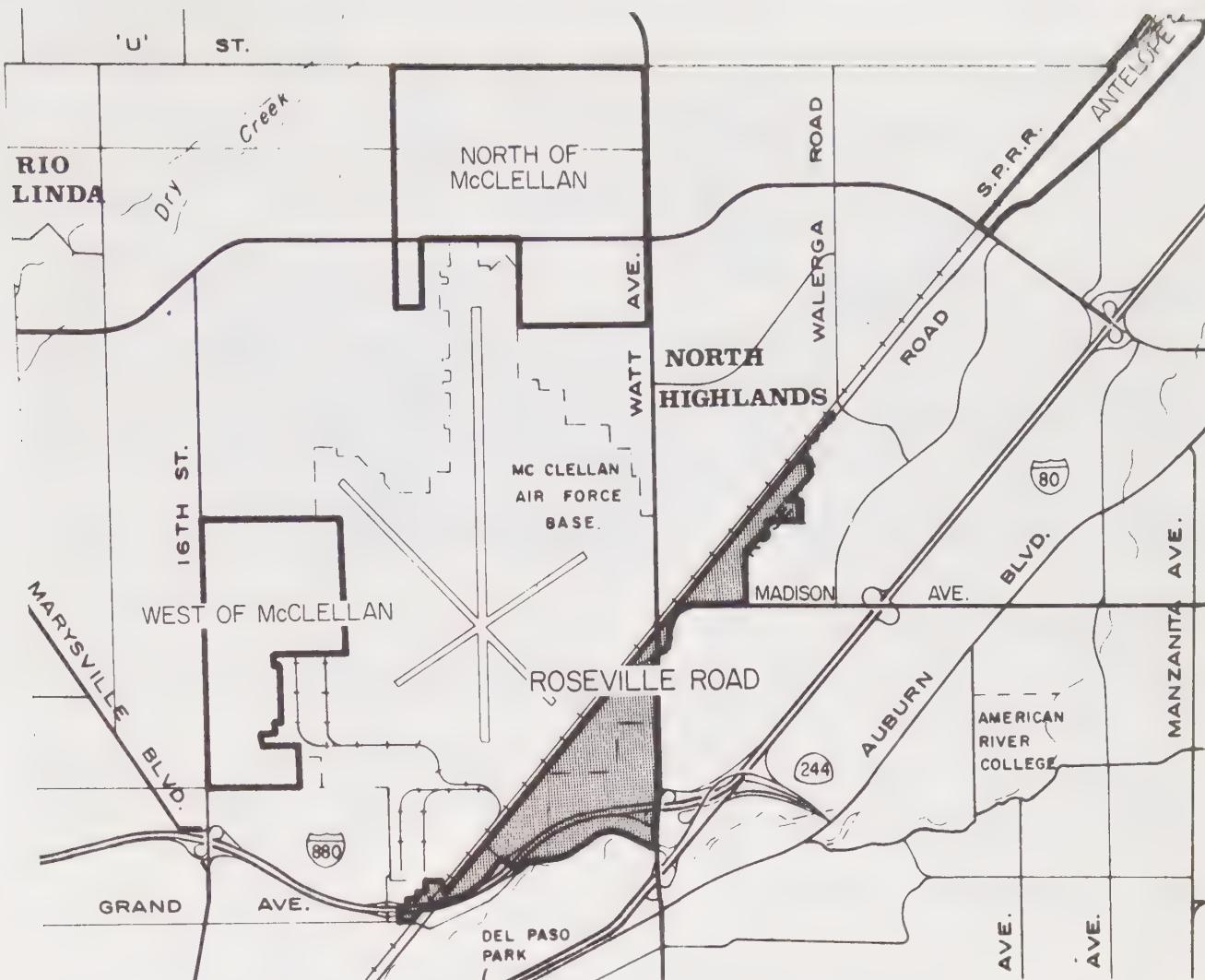
Of the 365 acres in the Roseville Road industrial area, about 110 acres belong to the U.S. Air Force. Industrial firms occupy 155 acres, and retail businesses (including Levitz Furniture), offices, and residences account for another 43 acres. Besides 79 acres of vacant USAF land, there are about 57 vacant acres in the Roseville Road industrial area, but this includes 15 unutilized acres on existing business sites.

### Recent Activity and Outlook

Two building permits were issued for this industrial area in 1983. Livingston's Concrete is planning some major facilities construction in 1984. A ten-acre, MP-zoned site at Madison Avenue and Roseville Road remains undeveloped. The only other privately-owned vacant site larger than three acres consists of 14 acres at Palm Avenue and Roseville Road owned by the Bohannon Company, which is building houses nearby.

The 90-acre Splinter City site and the westernmost 15 acres of the Camp Kohler site are proposed for eventual sale for private industrial development according to an Air Force spokesman. About 23 acres at Splinter City are currently in use for a County Waste Transfer Station and a USAF fuel tank depot. Since the withdrawal of the Sacramento Redevelopment Agency, McClellan Air Force Base has been negotiating with private property owners in an attempt to exchange surplus land at the Splinter City site for a needed expansion site in the West of McClellan industrial area. The good freeway access of Splinter City land to I-80 and I-80 Business makes it a candidate for eventual industrial park development. For this reason, the Roseville Road industrial area can be considered to have good development potential despite there being few currently available building sites.

### High Tech Suitability - None



#### ROSEVILLE ROAD INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		133.8
Less than one acre	5	3.6
1 - 5 acres	10	26.6
5 - 20 acres	1	14.6
20+ acres	1	24.8
Subtotal		69.6
Unutil. Remnants		64.2
<u>Developed Land</u>	231.2	
In 1983		0.4
In 1982		1.8
In 1981		--
In 1980		--
In 1979		--
Before 1979		229.0
Total	365.0	

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	2	7,435 SF	\$ 779,046
1982	2	23,660	532,272
1981	--	--	--
1980	--	--	--
1979	--	--	--

(afa210/24)

### Minimal Industrial Expansion Areas

#### FRANKLIN BOULEVARD

##### Description

The Franklin Boulevard industrial area is located between the Western Pacific railroad line and Franklin Boulevard in South Sacramento. It extends from the Campbell Soup Factory at 41st Avenue south almost to Florin Road and contains 409 acres of land. About 52 acres remain vacant, including seven parcels ranging from one to ten acres. The numerous industrial firms in the area, besides Campbell Soup and the Intermountain Truck Service Terminal, are small. Franklin industrial area includes the Bowling Green Business Park and the Luther Business Park.

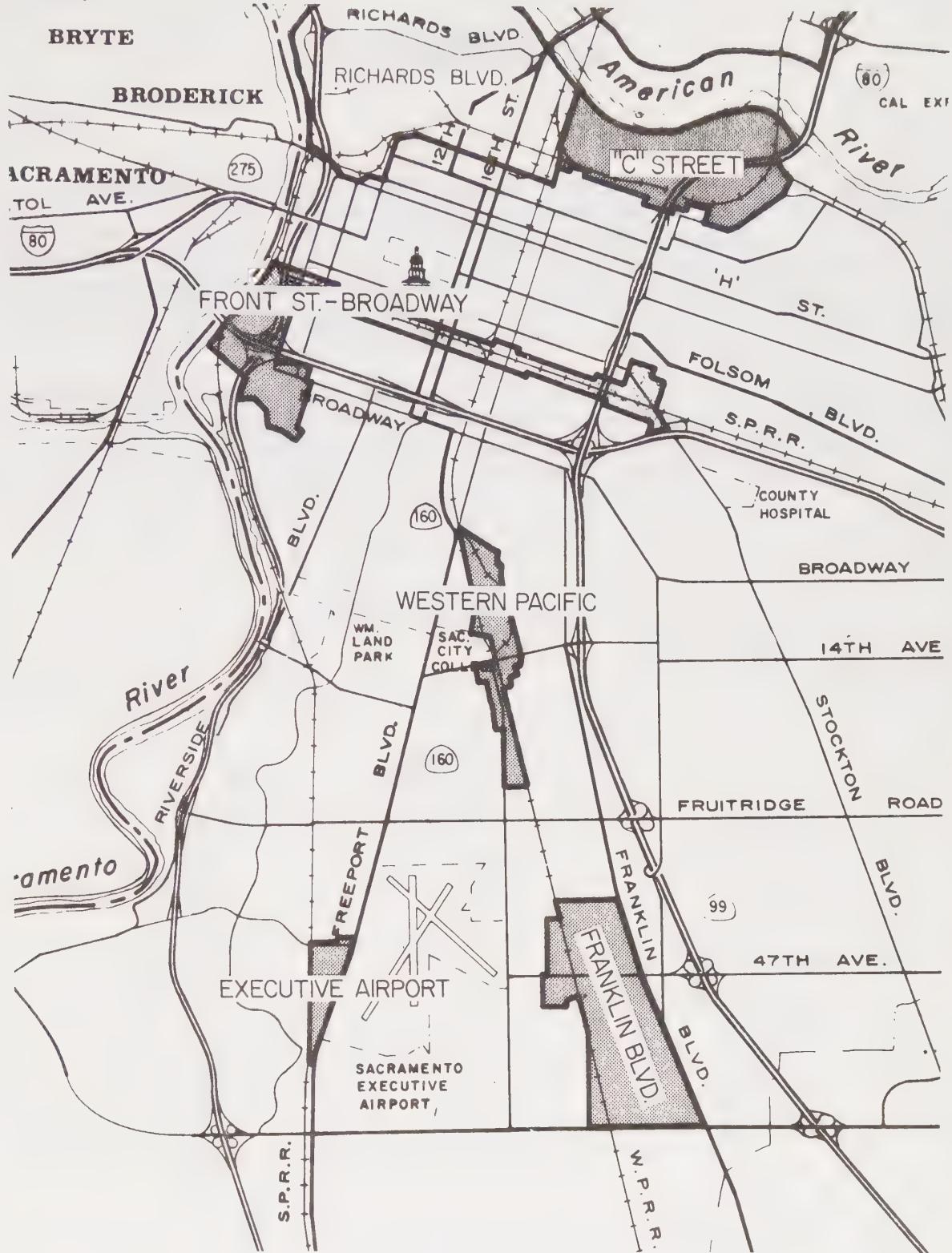
##### Recent Activity and Outlook

There were two building permits issued for warehouse construction projects in 1983 which absorbed 1.2 acres. There were no building permits issued in 1982.

In 1981 two permits were issued by the City of Sacramento for the rehabilitation of office buildings. No undeveloped land was absorbed in 1981, compared to just over one acre absorbed in 1980.

##### High Tech Suitability - None

FRANKLIN BOULEVARD INDUSTRIAL LAND			
	No. of Parcels	Acreage	
<u>Vacant Land</u>		50.9	
Less than one acre	30	16.4	
1 - 5 acres	5	12.5	
5 - 20 acres	2	14.0	
20+ acres	--	--	
Subtotal		42.9	
Unutil. Remnants		8.0	
<u>Developed Land</u>		410.3	
In 1983		1.2	
In 1982		--	
In 1981		--	
In 1980		1.2	
In 1979		2.7	
Before 1979		405.2	
Total		461.2	
<u>Yr. cf Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	2	32,500 SF	\$ 588,920
1982	--	--	--
1981	2	29,640	700,000
1980	3	40,600	608,600
1979	5	58,155	527,125



EXECUTIVE AIRPORTDescription

The Executive Airport industrial area is located between the Southern Pacific railroad line and Freeport Boulevard west of the Executive Airport in South Sacramento. This industrial area contains only 59 acres of land including about 22 vacant acres. The developed land includes a variety of small industrial, commercial, and office uses. The largest firms are Blomberg Window Systems and Sacramento Sky Ranch Aviation Products. One building permit for a small storage building at 6622 Freeport Lane was issued by the City of Sacramento in 1982.

With the death a few years ago of cropdusting aviation pioneer Red Jensen, the equipment of Jensen Airplane and Helicopter Services has been auctioned. The 11-acre Jensen Field site may also be available. If so, this site would boost the Executive Airport industrial area's development potential. Another 18 acres of vacant land alongside Jensen Field belongs to Southern Pacific whose right-of-way holdings at this point widen to almost 300 feet. Otherwise, vacant land in this area is limited to five lots totaling four acres.

There was no industrial activity in this area in 1983.

High Tech Suitability - NoneEXECUTIVE AIRPORT INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>	21.5	
Less than one acre		3.9
1 - 5 acres		5.6
5 - 20 acres		--
20+ acres		--
<u>Subtotal</u>		9.5
Unutil. Remnants		12.0
<u>Developed Land</u>	37.0	
In 1983		--
In 1982		--
In 1981		--
In 1980		--
In 1979		--
Before 1979		37.0
<u>Total</u>	58.5	
<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	--	--
1982	--	--
1981	--	--
1980	--	--
1979	--	--
		\$

FRONT STREET-BROADWAYDescription

The Front Street-Broadway industrial area is located in the Downtown area along the Sacramento River and Broadway around the I-5/I-80 Interchange. The area includes 85 acres of land. Adoption of the Central City Plan rezoned the formerly included "R" Street industrial corridor to C-4 Heavy Commercial. Businesses located in the Front Street-Broadway industrial area include Cal Central Press, Ocean Beauty Sea Foods, Setzer Forest Products, and the storage terminals of Chevron USA and Union Oil Company. Since the area has only about ten vacant acres on Front Street next to the Regional Sanitation District's stormwater reservoir, development potential for the Front Street-Broadway industrial area is limited. One building permit was issued for this area in 1981, a 19,400 square foot facility valued at \$770,000. There were no building permits issued in 1982. One building permit was issued in 1983 for a warehouse addition valued at \$355,000.

FRONT STREET-BROADWAY INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		<u>9.3</u>
Less than one acre	--	--
1 - 5 acres	1	2.3
5 - 20 acres	1	7.0
20+ acres	--	--
<u>Subtotal</u>		<u>9.3</u>
Unutil. Remnants		--
<u>Developed Land</u>		<u>75.6</u>
In 1983		0.4
In 1982		--
In 1981		0.8
In 1980		--
In 1979		--
Before 1979		74.4
<u>Total</u>		<u>84.9</u>
<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	1	12,080 SF
1982	--	--
1981	1	19,400
1980	--	--
1979	--	--
		<u>Valuation</u>
1983	1	\$ 355,000
1982	--	--
1981	1	770,000
1980	--	--
1979	--	--

"C" STREETDescription

The "C" Street industrial area extends east of the Western Pacific Railroad line and 20th Street along the northern edge of residential Downtown Sacramento. The 326-acre area is traversed by Interstate 80 and the Southern Pacific Railroad line. The City of Sacramento has operated its municipal solid waste disposal operations on a 130-acre site at the end of 28th Street for 30 years. The State Department of Criminal Justice recently moved its headquarters out of 400,000 square feet of old warehouse and office space on a 26-acre site on "C" Street east of 33rd Street. The only businesses located in the area are located along "C" Street and Lanatt Street near Elvas Avenue including the Canteen Corporation, Heieck Supply, National Linen, and the Yancey Company. The Robertson Sand and Gravel operation west of the City landfill is now used for warehousing.

Recent Activity and Outlook

During 1983 no industrial development activity took place in the "C" Street industrial area. The City landfill is expected to reach capacity within a few years. Depending on which alternative solid waste disposal plan the City adopts, a waste transfer station with room for a future resource recovery project may be construction on 18 acres next to the 13-acres refuse truck maintenance and parking facility which the City plans to keep here. The other 100 acres of City land is proposed for reclamation as "Riverfront Park" sometime after 1985.

The I-80 Bypass Freeway connection with I-80 at the east end of this future park site has been deleted. A 41-acre vacant industrial-zoned parcel on the south side of I-80 is owned by the State. The light rail transit system to be built in the Bypass right-of-way will swing west toward the Downtown area at Arden Way and not enter the "C" Street industrial area.

Another proposed roadway designed to facilitate traffic flow to the Downtown area, the Elvas Avenue-Richards Boulevard Connector has received no commitment of funds by the City. If ever built, it would cut through the City-owned land and also open up about 80 acres of isolated vacant land at the west end of the industrial area (owned by the Almond Growers Exchange, Dellar, and Robertson) before tunneling under Western Pacific and Sacramento Northern tracks and connecting with existing Richards Boulevard at 16th Street. Without such a street project, the "C" Street industrial area's development potential is limited to reuse of the former Criminal Justice headquarters site.

"C" STREET INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		147.9
Less than one acre	6	2.1
1 - 5 acres	6	16.4
5 - 20 acres	5	56.6
20+ acres	2	68.1
Subtotal		143.2
Unutil. Remnants		4.7
<u>Developed Land</u>		178.2
In 1983		--
In 1982		--
In 1981		--
In 1980		--
In 1979		--
Before 1979		178.2
Total		326.1

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	--	--	\$ --
1982	--	--	--
1981	--	--	--
1980	--	--	--
1979	--	--	--

ANTELOPE INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		319.1
Less than one acre	2	1.1
1 - 5 acres	4	19.5
5 - 20 acres	5	51.3
20+ acres	6	244.1
Subtotal		316.1
Unutil. Remnants		3.0
<u>Developed Land</u>		266.1
In 1983		--
In 1982		--
In 1981		--
In 1980		--
In 1979		--
Before 1979		266.1
Total		585.2

<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>	<u>Valuation</u>
1983	--	--	\$ --
1982	--	--	--
1981	--	--	--
1980	--	--	--
1979	--	--	--

ANTELOPE

Description

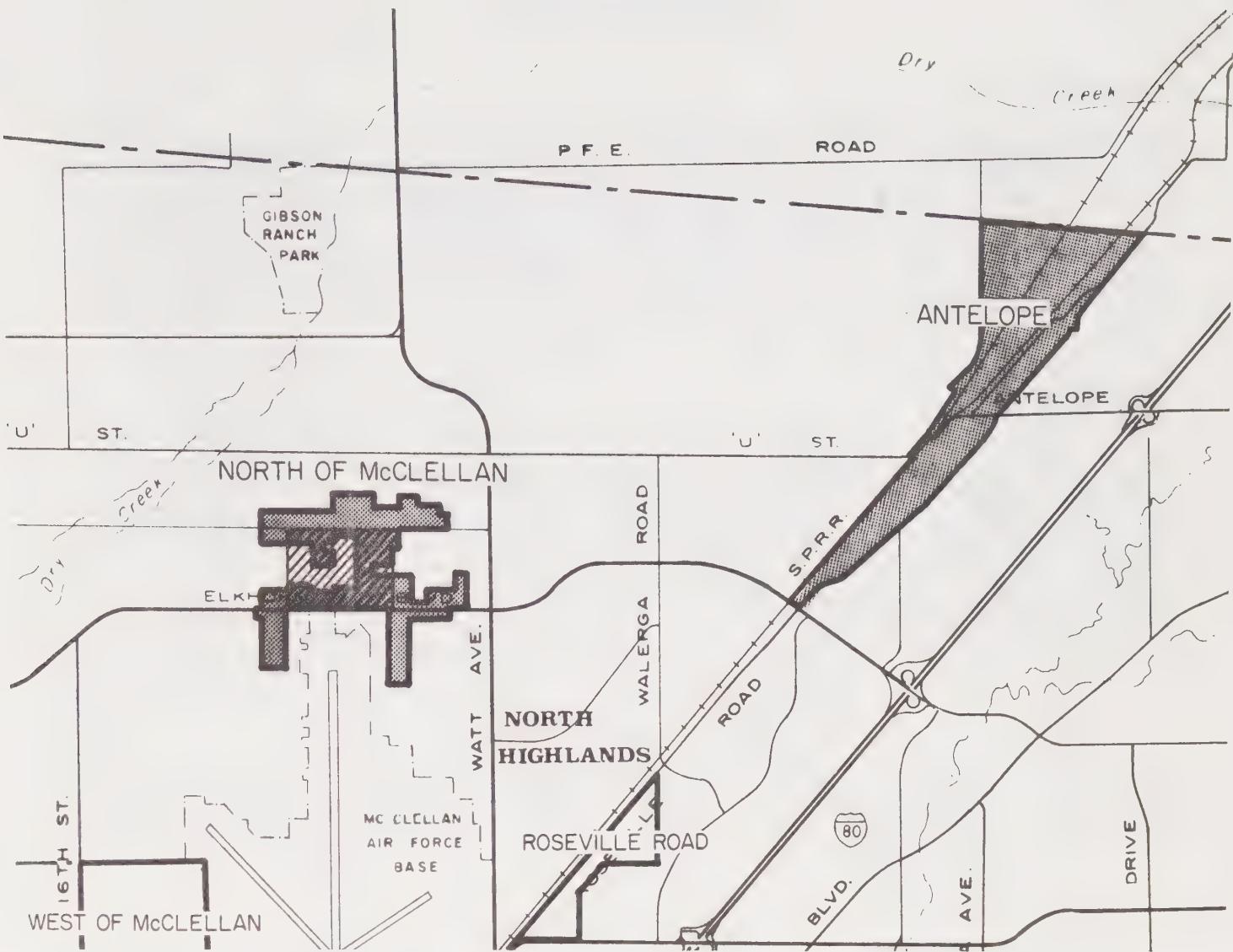
The Antelope industrial area consists of the southern end of the Southern Pacific Roseville switching yards and some surrounding industrial land. The area extends from the Placer County line to Elkhorn Road between North Antelope Road and the railroad line on the west side and Roseville Road on the east side. Of 585 acres in the Antelope industrial area, the Roseville yards comprise 190 acres while Southern Pacific also owns 259 of the 319 vacant acres. Several auto wrecking operations on North Antelope account for most of the other 78 acres of developed land. No building permits were issued for the Antelope industrial area in 1982.

Outlook

Some of the undeveloped Southern Pacific land once planned for future addition to the Roseville Yards is now for sale. Between Elkhorn Road and Antelope Road, Southern Pacific has 160 acres of land zoned IR (Industrial Reserve). Although this old orchard land must be rezoned MP or M-1 to accommodate any new industrial development, its relatively good access to I-80 one mile east, the scheduled construction of an overpass connecting "U" Street on the west with Antelope Road and Roseville Road on the east side of the railroad and the proposed residential development of the nearby North Highlands urban reserve area suggest that the Antelope industrial area has potential for industrial-office park development. Southern Pacific also owns 99 acres of vacant M-1 land along Roseville Road north of Antelope Road. It plans to relocate its offices here from Downtown Sacramento in the future.

High Tech Suitability

The 160 acres of Southern Pacific land currently zoned Industrial Reserve has the potential of becoming high-tech property.



PROPOSED  
McCLELLAN EXPANSION

NORTH OF MC CLELLANDescription

The North of McClellan industrial area is located directly north of McClellan Air Force Base in North Highlands and includes a checkerboard of M-1 zoned land along "U" Street and Elkhorn Boulevard between 24th Street and 34th Street. It contains 425 acres of which about 260 acres are vacant. Interspersed in this semi-rural area with the industrial land is land zoned agricultural-residential. A number of small industrial shops and building materials businesses are located here including Quarles Sand and Gravel, Hallsten Supply, and Cupler Forest Products.

Recent Activity

During 1983 no major industrial building permits were issued for this area. This area's development potential is limited by many factors including: interspersed residences, limited infrastructure, and aircraft runway noise. A Special Planning Area zoning proposal, allowing a mix of industrial and residential uses will be heard by the County Board of Supervisors in 1984.

High Tech Suitability - NoneNORTH OF MC CLELLAN INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		253.3
Less than one acre	--	--
1 ~ 5 acres	22	89.3
5 ~ 20 acres	8	58.3
20+ acres	--	--
 Subtotal		147.8
Unutil. Remnants		105.5
 <u>Developed Land</u>		171.8
In 1983		--
In 1982		6.8
In 1981		2.0
In 1980		0.9
In 1979		1.2
Before 1979		160.9
 Total		425.1
 <u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	--	--
1982	5	71,491 SF
1981	2	35,520
1980	1	16,600
1979	2	11,000
		\$ --
		1,212,502
		551,042
		132,800
		77,000

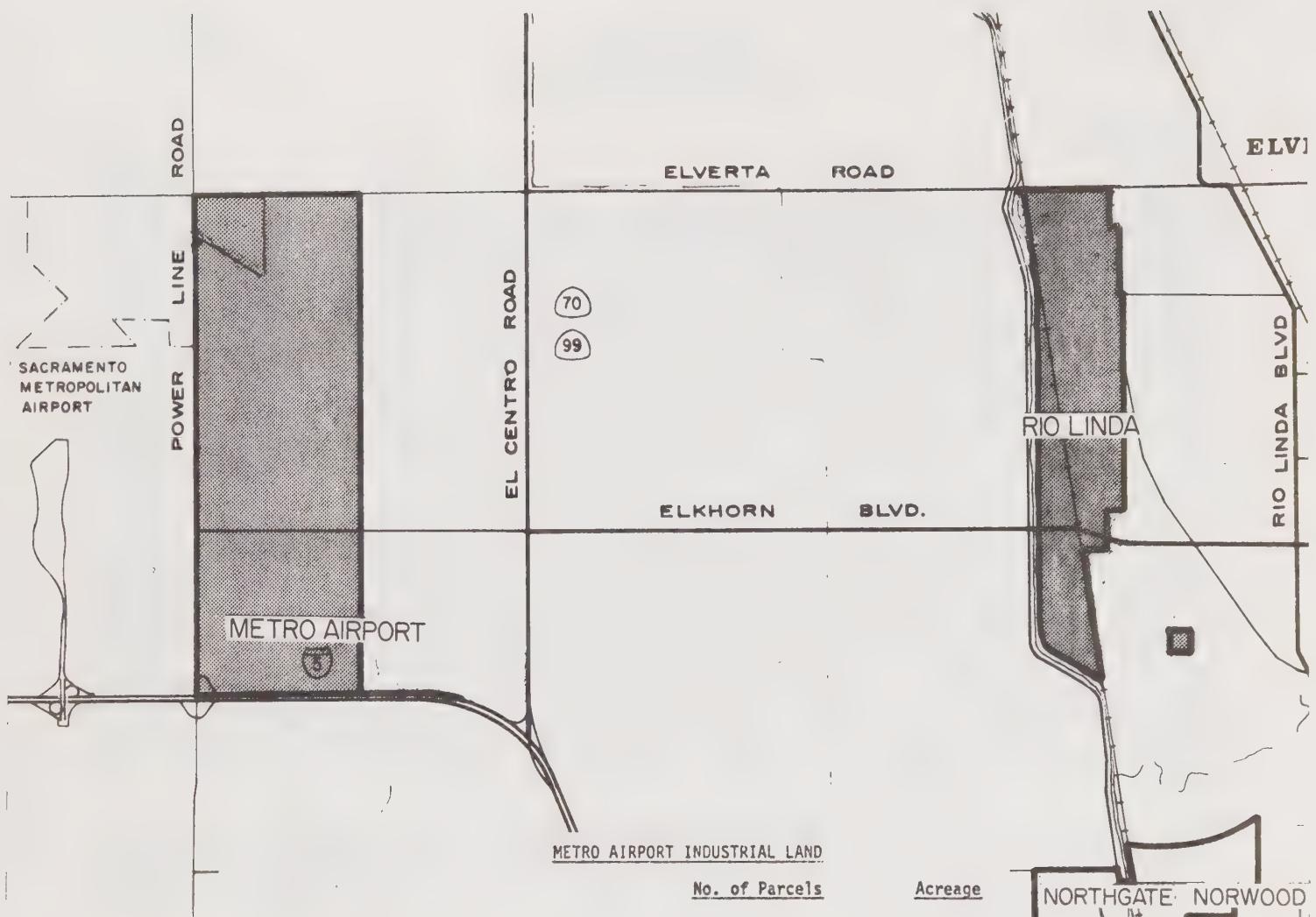
METRO AIRPORTDescription

The Metro Airport industrial area is located directly east of the Sacramento Metropolitan Airport and is bounded by the Airport property at Power Line Road, Elverta Road, Lone Tree Road, and I-5. Freeway access is via El Centro Road (Highway 99/70) or the I-5 south Frontage Road to Power Line Road from the Airport Boulevard Interchange. The 1,750-acre area was rezoned in 1983 from M-1 and IR-industrial reserve to SPA-special planning area.

The area has been shown for industrial use on County General Plans since 1965. In 1973 a highly-speculative industrial park proposal by the Saratoga Development Corporation was abandoned. At the request of the property owners, the area has retained industrial classification; but the Industrial Extensive designation indicates that the County will not provide urban services.

The Metro Airport Vicinity Special Planning Area zone restricts development to a specific list of airport-related uses. Other activities needing immediate proximity to an airport because a significant portion of their business is derived from the airport function and because transportation or time factors make operation from more distant sites prohibitive can be approved by use permit. Since the Airport Master Plan provides over 800 acres for such uses as air cargo handling and aircraft maintenance facilities on Metro Airport property with direct taxiway airplane access and other improvements, there is little foreseeable demand for this industrial land to the east of the airport.

Tentative map approval of a 335-acre Metro Industrial Park proposal north of Elkhorn Road was granted in 1983. However, no airport industrial use of the property can be made until the developer builds a tertiary sewage treatment facility to serve the entire 1,750-acre area.



METRO AIRPORT INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		1,788.2
Less than one acre	--	--
1 - 5 acres	2	19.2
5 - 20 acres	5	137.5
20+ acres	16	1,520.3
Subtotal		1,677.0
Unutil. Remnants		111.2
<u>Developed Land</u>	5.6	
In 1983	--	--
In 1982	--	--
In 1981	--	--
In 1980	--	--
In 1979	--	--
Before 1979	5.6	
Total	1,793.8	
<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	--	--
1982	--	--
1981	--	--
1980	--	--
1979	--	--
		\$

RIO LINDADescription

The 754-acre Rio Linda industrial area is about two miles north of the Northgate-Norwood industrial area, but has no direct arterial street access from Northgate-Norwood. The Rio Linda area extends along the east bank of the Natomas East Main Drainage Canal from near Ascot Avenue north to Elverta Road. Freeway access is about five miles distant via Marysville Boulevard to Interstate 880 or via Elkhorn Boulevard and El Centro Road (Highway 99/70) to Interstate 5. While vacant parcels in the area total over 300 acres, development potential is limited by the lack of public service improvements and the fact that much of the area has periodic flooding problems. The main industrial firms located here are John Taylor Fertilizer, Collet Asphalt, Bay City Building Materials, Holzmeister Concrete, Met-Serv Company, and Rio Linda Food Products. Fifteen individual auto wrecking operations comprise the majority of the 144 acres of land used for industrial activities. The Rio Linda industrial area's best development prospect is the 73-acre industrial park on the south side of Elkhorn Boulevard being developed in one to three-acre lots by R. C. Collet, Inc. A site on West Sixth Street south of the Bureau of Reclamation and SMUD Elverta transmission substations was rezoned in 1982 to allow installation of a radio broadcast antenna whose users will include KXPR, Sacramento's PBS radio station. A building permit for the antenna was issued in 1983 valued at \$123,863, but construction has been delayed.

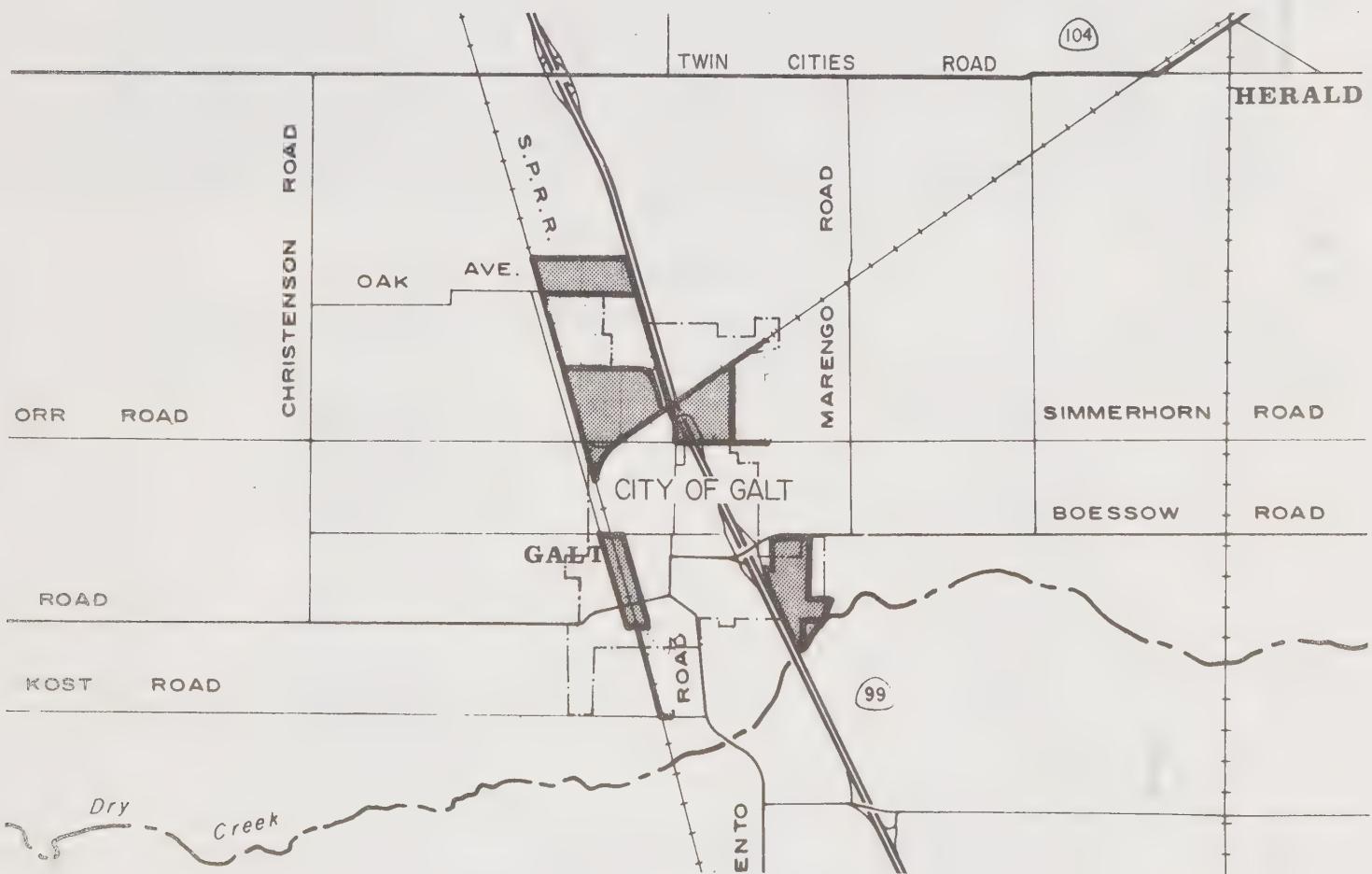
<u>RIO LINDA INDUSTRIAL LAND</u>		
	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		<b>571.9</b>
Less than one acre	--	--
1 - 5 acres	32	62.8
5 - 20 acres	4	41.0
20+ acres	4	202.8
Subtotal		<b>306.6</b>
Unutil. Remnants		<b>265.3</b>
<u>Developed Land</u>		<b>181.7</b>
In 1983		1.0 *
In 1982		--
In 1981		1.4
In 1980		--
In 1979		--
Before 1979		<b>179.3</b>
Total		<b>753.6</b>
<u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	1	--
1982	--	--
1981	1	12,600 SF
1980	--	--
1979	--	--
		<u>Valuation</u>
1983	1	\$ 123,863
1982	--	--
1981	1	211,077
1980	--	--
1979	--	--

\*Antenna site on 7.0 acre parcel.

## CITY OF GALT

### Description

The City of Galt industrial area is located nearly 25 miles south of downtown Sacramento via State Highway 99. Four industrial subareas are generally located around the perimeter of Galt. Of 299 acres of zoned industrial land, 221 acres are vacant. About 46 acres are developed in industrial uses. Firms located here include Crystalite Block, Hess Plastics, and BMD Construction. During 1980, the City of Galt issued no building permits for new industrial construction. The greatest deterrents to industrial development in Galt are the distance from the Cities of Sacramento and Stockton and Interstate 5 (8 miles west) and inadequate public service facilities. Both street improvements and additional sewer capacity are needed for any substantial new industrial development in Galt.



BALT INDUSTRIAL LAND

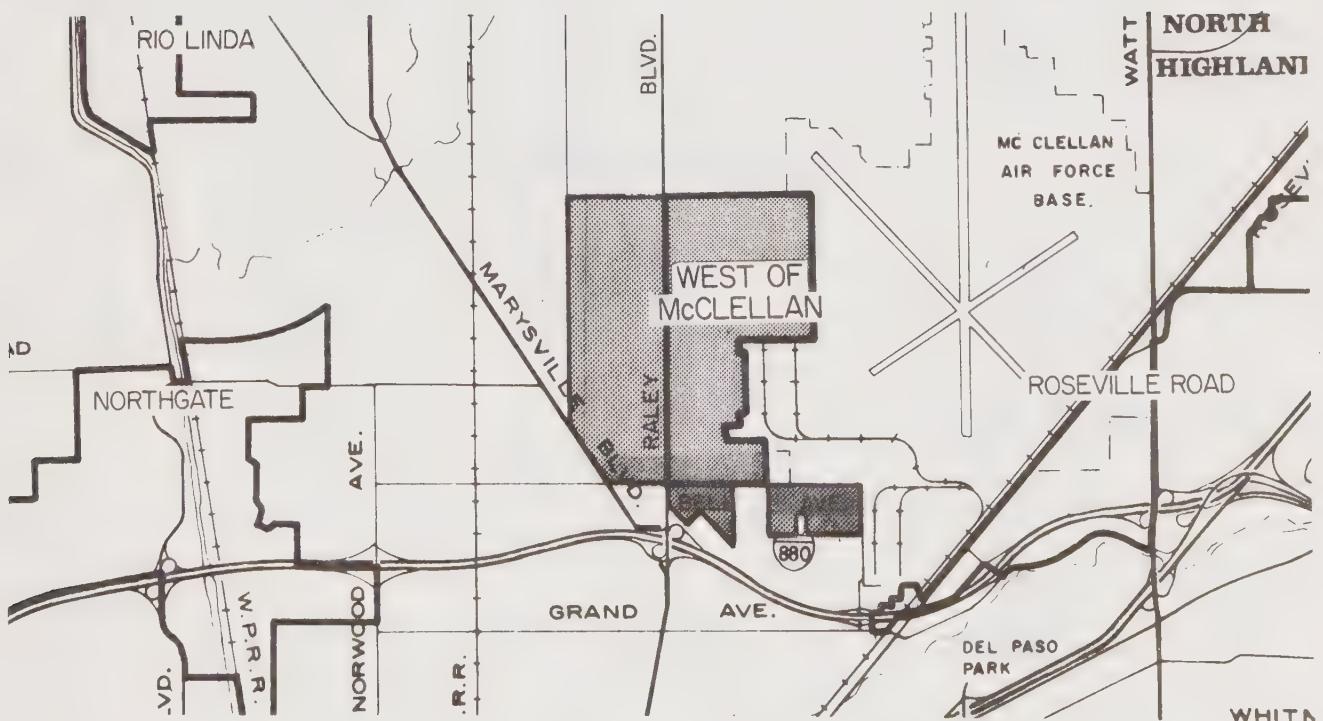
	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		221.4
Less than one acre	6	2.1
1 - 5 acres	5	13.1
5 - 20 acres	9	82.1
20+ acres	2	67.3
 Subtotal		164.6
Unutil Remnants		56.8
 <u>Developed Land</u>		77.9
In 1983		--
In 1982		--
In 1981		--
In 1980		--
In 1979		--
Before 1979		77.9
 Total		299.3
 <u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	--	--
1982	--	--
1981	--	--
1980	--	--
1979	--	--

WEST OF MC CLELLAN INDUSTRIAL LAND

	<u>No. of Parcels</u>	<u>Acreage</u>
<u>Vacant Land</u>		523.4
Less than one acre	4	2.2
1 - 5 acres	34	68.1
5 - 20 acres	18	137.9
20+ acres	7	302.0
 Subtotal		510.2
Unutil. Remnants		13.2
 <u>Developed Land</u>		13.2
In 1983		--
In 1982		--
In 1981		--
In 1980		--
In 1979		--
Before 1979		13.2
 Total		536.6
 <u>Yr. of Bldg. Permits</u>	<u>No.</u>	<u>Floorspace</u>
1983	--	--
1982	--	--
1981	--	--
1980	--	--
1979	--	--

WEST OF MC CLELLANDescription

Located on the western flank of McClellan Air Force Base, the land in this unimproved rural area designated for industrial use has been doubled to 1,100 acres with the adoption of the North Sacramento Community Plan by the City of Sacramento. The industrial zoned land is now bounded by Ascot Avenue on the north, Dry Creek Road on the west, and Bell Avenue on the south except for about 100 acres on the south side of Bell Avenue. Industrial use of this area impacted by McClellan aircraft noise will be limited until services are provided. When infrastructure is installed, this area can be considered to have good potential for industrial growth because of its location next to the Raley Boulevard/I-80 Interchange and its large undivided parcels.



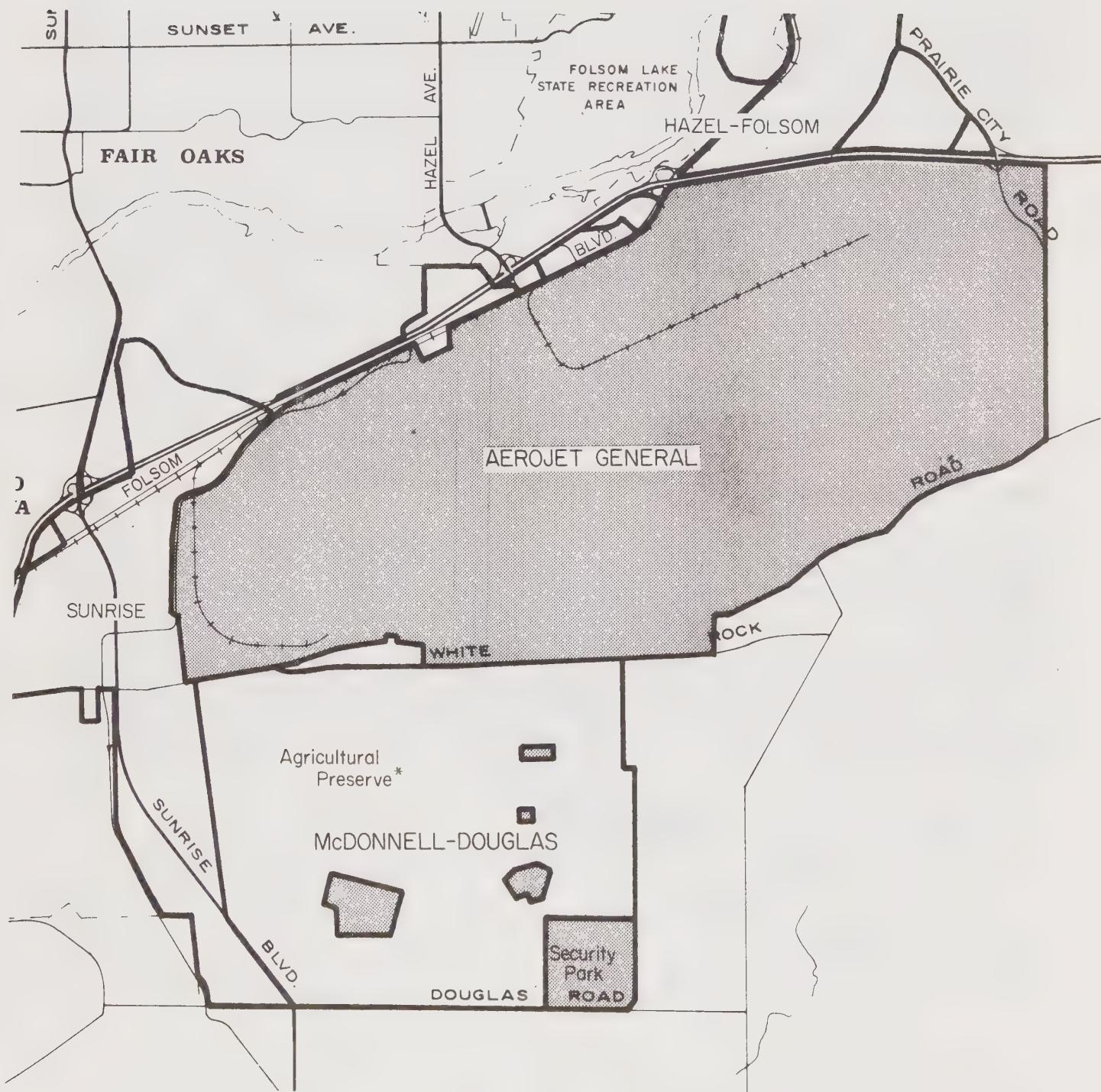
AEROJET-GENERALDescription

The Aerojet-General industrial area occupies 8,460 acres of land owned by the Aerojet General Corporation which is a subsidiary of the General Tire and Rubber Company. The Aerojet area is separated from the Sunrise industrial area to the west by the Folsom South Canal, from the McDonnell-Douglas industrial area to the south by White Rock Road, and from the Hazel-Folsom industrial area by Folsom Boulevard and Highway 50. Sacramento County's Prairie City Off-Highway Vehicle Park is situated to the southeast of the Aerojet property.

Over 7,000 acres of Aerojet General's property consist of unimproved dredger tailings and serve as a safety and security buffer for the activities of the organizationally separate Aerojet Strategic Propulsion, Solid Propulsion, Liquid Rocket, Energy Systems, and Services Companies, and subsidiary Cordova Chemical Company. Other than scattered test sites, the developed industrial facilities are located on about 500 acres across Folsom Boulevard from Hazel Avenue. About 3,500 workers are employed here by the Aerojet Companies. This developed area and about 1,500 other acres of Aerojet property extending south along the private Nimbus Road are designated Industrial Intensive in the 1973 County General Plan. The remainder is designated Industrial Extensive where urban services are not anticipated. The entire area is zoned M-2, Heavy Industrial.

Recent Activity and Outlook

During 1983 Sacramento County issued no building permits for this area. Aerojet Strategic has continued to receive major contracts for MX missile development as the Liquid Rocket Company has for the Space Shuttle Program. Aerojet management has indicated that it has no plans to develop or sell any portion of its property to other users. In fact, Aerojet is in the process of acquiring the 3,860-acre McDonnell-Douglas tract located to the south across White Rock Road. Aerojet had been concerned about proposals for intensive industrial development of that site with businesses which might have found Aerojet's rocket testing activities offensive. Aerojet plans to retain the McDonnell-Douglas tract primarily as a buffer.



\* LCA Contract canceled by Bd. of Supervisors on April 21, 1981.

Description

This 3,680-acre tract of land is located south of White Rock Road across from Aerojet-General and the Cemo/Bonneville Industries waste disposal site, east of Sunrise Boulevard, and north of Douglas Road. Aerojet is in the process of reacquiring this site that it originally sold to McDonnell-Douglas. McDonnell-Douglas leased the site from Aerojet from 1956 to 1961, at which time it purchased the site. Its space program activities culminated with testing of the Saturn rocket for the NASA Apollo program from 1967 to 1972. In 1975 the land was deemed surplus by McDonnell-Douglas. Over 3,300 acres of the site was designated as an agricultural-preserve in 1975, rezoned AG-80, and used for cattle grazing. This agricultural zoning has been retained although the Williamson Act contract was canceled in 1981. Scattered rocket test sites and the 230-acre Security Park industrial subdivision are zoned M-2. Businesses located in the Security Park complex include General Electric Medical Systems Division and Acrylic Products, Inc.

Recent Activity and Outlook

Since 1981 McDonnell-Douglas' MDC Realty arm had been pursuing rezoning of the property for intensive industrial use. The EIR released in 1983 for the project indicated severe problems associated with the proposed development of the vast site including groundwater apparently contaminated from Aerojet sources of toxic wastes, substantial noise impacts and safety concerns due to Mather Air Force Base flights over the site and no possible road system to provide access to Highway 50 other than Sunrise Boulevard which is already projected to be overloaded with traffic from development in the Sunrise industrial area. The problems caused the Cook Company to withdraw its purchase proposal. Subsequently, MDC reached a tentative transfer agreement with Aerojet-General including those portions of Security Park which had been retained in McDonnell-Douglas ownership.

No building permits were issued by the County in 1983 for construction in Security Park. Should the transfer of the McDonnell-Douglas land be finalized and Aerojet confirm that they propose no additional intensive development of the property, this tract will be consolidated into the Aerojet-General industrial area in future editions of this report.

## III. COMMERCIAL DEVELOPMENT IN 1983

During 1983, Sacramento County and City issued 71 building permits for large commercial projects (estimated construction value in excess of \$300,000). These projects include: general offices, retail stores, a health club, medical offices, hospitals an RT maintenance facility, a printing plant, parking garages, and financial institutions. The accompanying map indicates the approximate location of each of these commercial buildings.

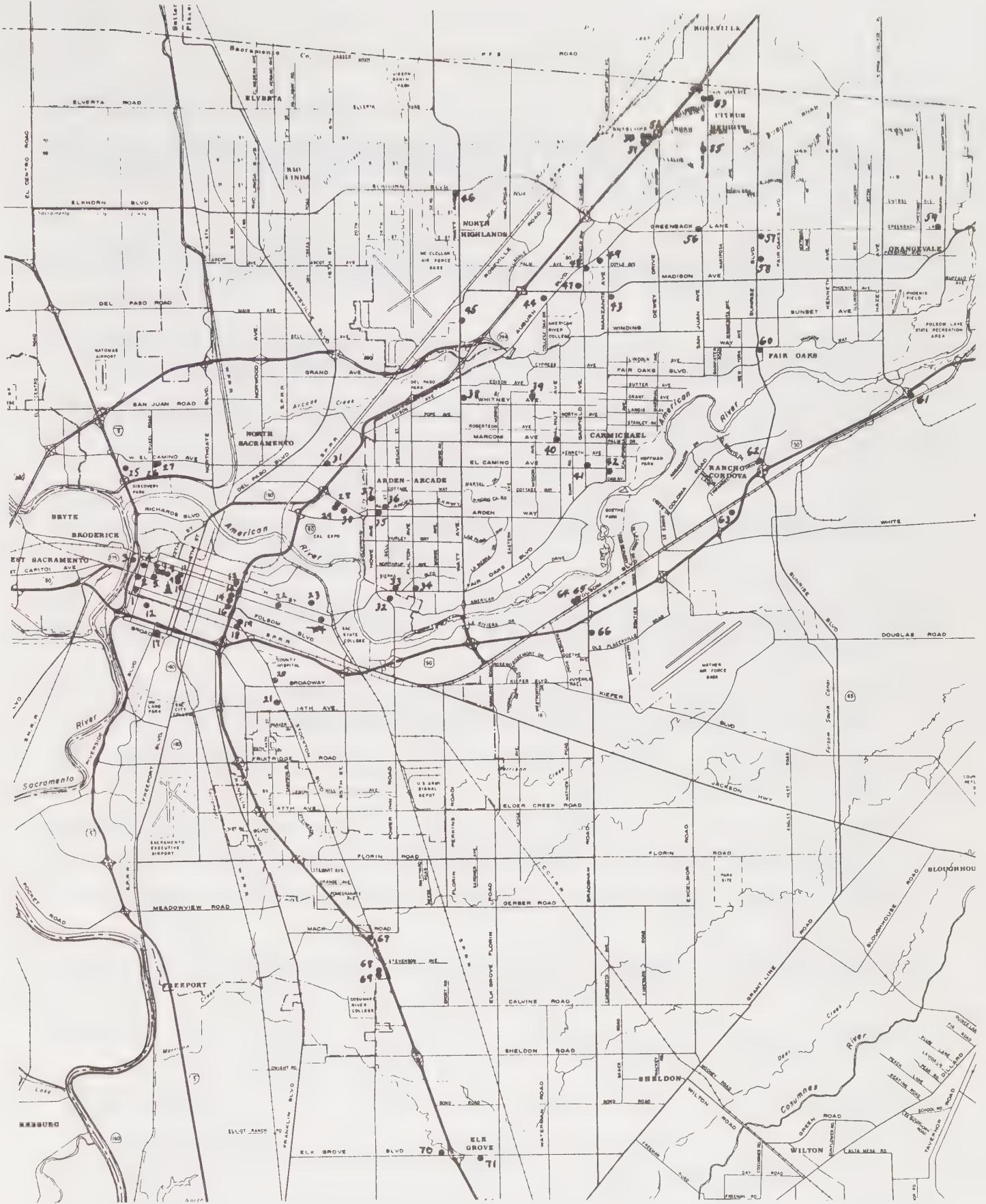
These major commercial projects represent additions to the Sacramento market area of 2.3 million square feet of general office space. The estimated construction value of these 71 projects totals \$174 million dollars. This represents an increase of 500,000 square feet over 1982 and a valuation increase of \$66.1 million dollars.

Sacramento continues to experience significant commercial growth, especially in office space and hospital construction. Low land prices, compared to other California metropolitan areas, continue to make Sacramento a desirable commercial location. As the urban population approximates one million people, more and more agencies consider Sacramento for regional headquarters facilities. The office vacancy rate of 23 percent (December 1982) creates attractive opportunities for interested large office users. The Metropolitan Chamber of Commerce is spearheading a major office user recruitment effort, focusing on financial institutions and trade associations.

The following projects have received planning approvals and may begin construction in 1984:

Pell Office Plaza (11 floors)	167,000 square feet	13th and I
Riverfront Offices (3 floors)	100,000 square feet	Front and R
Capitol Center (20 floors Office/Hotel High Rise)	425,000 square feet	12th and L
Hilton Hotel (12 floors)	350 rooms	Arden & I-80
Mercy San Juan Hospital	\$20 million expansion	6501 Coyle
American River Hospital	\$53 million expansion	Carmichael 4747 Engle Carmichael

The following list reviews the major commercial development projects that obtained building permits in 1983. Listings are by community area and street address. Numbers of projects correspond to the numbered locations on the map.



## DOWNTOWN

1. 400 P Street - Five-story Lincoln Plaza office complex by PERS with 450,000 square feet of space (Public Employees Retirement Fund to occupy 160,000 square feet) occupying two blocks between Third and Fifth Streets and P and Q Streets.
2. 300 Capitol Mall - Nineteen-story Capitol Bank of Commerce building with 360,000 square feet of space and permit valuation of \$30,118,500 by Capitol Mall Venture.
3. 118-120 J Street - Three-level commercial building in Old Sacramento by K. Kirby with 7,800 square feet of space valued at \$312,000.
4. 430 J Street - Eight-story Travelers Business and Office Center hotel renovation with 113,070 square feet of floor area and valuation at \$5,700,000 by S. K. Brown.
5. 770 L Street - Thirteen-story One City Centre by Butler-Kassis with 180,035 square feet of floorspace valued at \$10,850,300.
6. 818 K Street - Office remodeling by CDA valued at \$348,000.
7. 910 K Street - Three-story office renovation of former theater and ballroom by Duke Development containing 34,940 square feet of space valued at \$975,000.
8. 1024-1030 K Street - Four-story RAM Building, an office renovation of the Regis Hotel with 31,400 square feet of area and valuation of \$825,000.
9. 1515 K Street - Interior finish work in the six-story office building by RJB III valued at \$1,200,000.
10. 1550 K Street - Four-level parking garage by RJB III with 85,470 square feet of space valued at \$1,324,000.
11. 1510 J Street - Remodeling of two-story Governor's Court building valued at \$351,000.
12. 815 S Street - Two-story office by Carson Development with 14,560 square feet of space and valuation of \$400,000.
13. 2830 G Street - Two-story office by B. Ashwill with 17,800 square feet of area valued at \$584,000.
14. 2801 L Street - Five-story Sutter General Hospital Phase III main structure valued at \$8,937,686.
15. 1111 - 29th Street - Two-level parking garage for Sutter General Hospital with 222,240 square feet valued at \$1,833,000.
16. 1319 - 28th Street - Two-story Regional Transit maintenance building valued at \$1,028.000.

## LANDPARK-POCKET-MEADOWVIEW

17. 1326 Broadway - Farmer's Savings office with 5,000 square feet of floorspace valued at \$1,028,000.

## EAST CITY

18. 1691 Alhambra Boulevard - Alhambra Plaza parking structure addition at the former Libby's Cannery by C. Massie with 89,247 square feet of area valued at \$620,000.
19. 1623 Stockton Boulevard - Remodeling and addition to former Libby's Cannery warehouse (opposite Alhambra Plaza) for Sacramento Medical Foundations Blood Bank with 76,100 square feet of space and permit valuation of \$2,060,260.
20. 2921 Stockton Boulevard - Remodeling for medical office use by Oates with 17,766 square feet valued at \$306,000.
21. 3222 Stockton Boulevard - Remodel and addition to printing plant by R. Fisher valued at \$430,200.
22. 4000 H Street - 4001 J Street - Construction of five-level parking garage for Mercy Sacramento Hospital with 228,672 square feet of space and value of \$3,009,300 and remodeling of hospital facilities valued at \$3,647,400.
23. 5151 F Street - Parking lot construction and Phase III building foundation for Sutter Memorial Hospital valued at \$2,360,120.
24. 5609 J Street - Medical office building with 4,760 square feet of floorspace valued at \$350,000.

## SOUTH NATOMAS

25. 2525 Natomas Park Drive - Three-story office at the Natomas Corporate Center by KCS Development with 101,000 square feet of space valued at \$3,232,000.
26. 1518 - 1550 West El Camino Avenue - Two retail buildings in the Discovery Plaza Shopping Center with a total of 29,745 square feet of floor area and valuation of \$595,000 by El Camino and Truxel General Partnership.
27. 1540 West El Camino Avenue - Bel Air Supermarket in Discovery Plaza by West Coast Investors with 40,325 square feet of space valued at \$1,323,000.

## NORTH SACRAMENTO

28. 1610 Arden Way - Two-story Point West Corporate Center office by Equireal with 151,816 square feet of space valued at \$5,550,000.
29. 1601 Response Road - Three-story Exposition Centre office by Waterbury Properties with 71,880 square feet of floorspace and valuation of \$3,516,200.

NORTH SACRAMENTO (Continued)

30. 1641 Response Road - Three-story Capital Federal Building office by Capital Federal Savings & Loan Association with 64,190 square feet of floor area valued at \$3,980,000.
31. 1401 Auburn Boulevard - Five-story Camino West Plaza office by K. K. Wang with 47,089 square feet of floorspace and value of \$2,260,300.

ARDEN-ARCADE

32. 107 Scripps Drive - Two-story medical office building by G. Whitney Development with 10,844 square feet of space valued at \$381,000.
33. 2319 Fair Oaks Boulevard - Two building office complex by R. C. Powell including three-story, 55,783 square foot office valued at \$2,956,446 and two-story, 17,319 square foot office valued at \$1,088,839, with a two-level, 88,000 square foot parking garage valued at \$1,211,072.
34. 2601 Fair Oaks Boulevard - Two-story Sierra Oaks Office Building by Robin-Waters with underground parking and 14,772 square feet of floorspace valued at \$860,237.
35. 1750 Howe Avenue - Six-story Landmark Business and Financial Center office complex by Howe-Arden Associates (Kimmel Company) with 166,000 square feet of floor area and valuation of \$3,426,000.
36. 1825 Bell Street - Two-level parking garage for the JB-Alta Arden Office Building with 104,672 square feet of area valued at \$1,662,976.
37. 2003 Howe Avenue - Two-story Sacramento Board of Realtors office with 18,000 square feet of space valued at \$786,160.
38. 3550 Watt Avenue - The Cascades office complex by T. Underly with a total of 20,024 square feet of floorspace valued at \$913,094.
39. 3609 Mission Avenue - Two building medical office complex by R. Dwyer with a total of 16,613 square feet of floor area and valuation of \$992,888.
40. 4949 - 4955 Marconi Avenue - Two building retail center by L. Adams with a total of 17,983 square feet of space valued at \$761,350.

CARMICHAEL

41. 2508 Garfield Avenue - Office by B. Crisp with 7,920 square feet of space and value of \$355,419.
42. 5904 Van Alstine Avenue - Office by Redmon and Lucich with a total of 7,700 square feet of area and a valuation of \$304,332.
43. 5120 Manzanita Avenue - Office by D. Dettling with 9,616 square feet of floorspace valued at \$411,565.

## NORTH HIGHLANDS

44. 5111 College Oak Drive - Retail commercial project with 15,000 square feet of space valued at \$604,500.
45. 3500 Winona Way - One Day Auto Paint & Body Center with 13,305 square feet of floorspace valued at \$352,832.
46. 6737 Watt Avenue - Albertsons Supermarket with 45,247 square feet of space valued at \$1,823,454.
47. 5404 Laurel Hills Drive - Medical office with 5,940 square feet of floor area and valuation of \$376,718.

## CITRUS HEIGHTS

48. 5510 Garfield Avenue - Office by Oates with 17,982 square feet of floorspace valued at \$769,629.
49. 5710 Auburn Boulevard - Two building office-warehouse project with a total of 50,300 square feet of space and value of \$1,580,212.
50. 6424, 6432, 6456, Tupelo Drive - Three building retail complex by Wells Fargo with a total of 21,800 square feet of space and value of \$878,540.
51. 6454 Tupelo Drive - Albertsons Supermarket with 44,679 square feet of floorspace valued at \$1,806,514.
52. 6510 Antelope Road - Retail building by KCS Development with 23,600 square feet of area and value of \$951,080.
53. 8340 8350 Auburn Boulevard - Two building office project by Cherry Glen Investors with a total of 21,746 square feet of floorspace valued at \$1,043,731.
54. 7484 Auburn Oaks Court - Office by Jefferson Square with 11,985 square feet of floor area valued at \$515,012.
55. 7525 Auburn Boulevard - Retail building by Placer Development with 15,430 square feet of space and value of \$541,593.
56. 7301 Greenback Lane - Nautilus Health Club alterations valued at \$1,200,000.
57. 6100 Sunrise Boulevard - J. C. Penney retail store alterations valued at \$1,000,000.
58. 5740 Sunrise Boulevard - 7921 Kingswood Way - Two building office condominium project by Distinctive Homes with a total of 42,400 square feet of space valued at \$2,333,331.

#### ORANGEVALE

59. 9375 Greenback Lane - Two-story retail building by R. Shannon with 14,100 square feet of space valued at \$568,230.

#### FAIR OAKS

60. 10425 Fair Oaks Boulevard - Two-story dental office by K. Daft with 12,500 square feet of floorspace and value of \$725,000.

#### RANCHO CORDOVA

61. 12125 Folsom Boulevard - Two-story retail complex by Naturwood Furniture with 39,075 square feet of area valued at \$1,437,000.
62. 1995 - 2001 Zinfandel Drive - Two building office complex by J. Meredith with a total of 30,240 square feet of new floorspace and value of \$1,232,352.
63. 10947 Olson Drive - Retail building by Sutter Hill Ltd., with 16,292 square feet of space and valuation of \$571,849.
64. 9521 Folsom Boulevard - Office-retail building by R. Vogel with 11,000 square feet of area valued at \$597,740.
65. 9523 Folsom Boulevard - Retail building by Koutasimis with 21,200 square feet of floorspace valued at \$744,120.
66. 3353 Bradshaw Road - Two-story office by Cammins/Luchessi/Rodeffer with 51,000 square feet of space valued at \$2,730,372.

#### SOUTH SACRAMENTO

67. 8050 Stockton Boulevard - Two-story medical office shell by Panattoni, Oates & Massie with 50,000 square feet of space valued at \$1,500,000.
68. 6601 Wyndham Drive - Four-story Kaiser Foundation Hospital with 168,210 square feet of floor area valued at \$18,300,000.
69. 6600 Bruceville Road - Two-story Kaiser Hospital medical office building with 74,935 square feet of space valued at \$6,768,500.

#### LAGUNA

70. 8423 Elk Grove Boulevard - Laguna Nursery by Capital Nursery Company with 4,608 square feet of floorspace valued at \$375,938.

#### ELK GROVE

71. 8788 Elk Grove Boulevard - Office by Emerald Park Co. with 10,200 square feet of floorspace and valuation of \$436,560.

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U.C. BERKELEY LIBRARIES



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